

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1887.

Registered as a Newspaper at the Gen
Post Office in the United Kingdom

PROCRISTINATION
is bad at any time; but where your
eyes are concerned, delay
may be injurious.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,337

號七十三百三零萬二第

日九十月七年亥癸

HONGKONG, THURSDAY, AUGUST 30TH, 1928. 四拜禮

號十三月八年二十國民華中

PRICE, \$3 PER MONTH

INTIMATION

A most Refreshing
Drink for Summer

IS

MARTINI & ROSSI'S

ITALIAN
VERMOUTH

With Cold Water.

OF ALL DEALERS.

SPORTING.

SPORTING GUNS by W. W. GREENER
and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
more on view at our Store.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
5-5, BEACONSFIELD ARCADE.

PEAK TRAMWAYS CO.
LIMITED.

TIME-TABLE.

WEEK DAYS.

7:00 a.m.	7:10 a.m.	every 15 minutes	Stop
7:30 "	8:00 "	" 10 "	"
8:00 "	8:20 "	" 10 "	"
8:30 "	8:47 "	" 17 "	Non Stop
8:47 "	8:54 "	" 7 "	Non Stop
8:54 "	9:04 "	" 10 "	Non Stop
9:04 "	9:11 "	" 7 "	Non Stop
9:11 "	9:30 "	" 19 "	Non Stop
9:30 a.m.	11:00 "	every 10 minutes	Stop
11:30 "	12:30 p.m.	" 15 "	"
12:30 "	12:47 "	" 17 "	Non Stop
12:47 "	1:04 "	" 17 "	Non Stop
1:04 "	1:13 "	" 9 "	Non Stop
1:13 "	1:20 "	" 7 "	Non Stop
1:20 "	1:30 p.m.	every 10 minutes	Stop
4:00 "	4:30 "	" 15 "	"
4:30 "	4:50 "	" 20 "	"
4:50 "	5:10 "	" 20 "	Non Stop
5:10 "	5:27 "	" 17 "	Non Stop
5:27 "	5:47 "	" 20 "	Non Stop
5:47 "	6:04 "	" 17 "	Non Stop
6:04 "	6:13 "	" 9 "	Non Stop
6:13 "	6:20 "	" 7 "	Non Stop
6:20 "	6:30 "	" 10 "	Non Stop
6:30 "	6:40 "	" 10 "	Non Stop
6:40 "	6:57 "	" 17 "	Non Stop
6:57 "	7:04 "	" 7 "	Non Stop
7:04 "	7:13 "	" 9 "	Non Stop
7:13 "	7:20 "	" 7 "	Non Stop
7:20 "	7:30 "	" 10 "	Non Stop
7:30 "	7:37 "	" 7 "	Non Stop
7:37 "	7:47 "	" 10 "	Non Stop
7:47 "	7:54 "	" 7 "	Non Stop
7:54 "	8:03 "	" 9 "	Non Stop
8:03 "	8:10 "	" 7 "	Non Stop

SUNDAYS.

7:00 a.m.	7:10 a.m.	every 15 minutes	Stop
7:30 a.m.	8:30 "	" 10 "	"
9:30 "	11:00 "	" 10 "	"
11:15 "	12:00 noon "	" 15 "	"
12:00 noon "	1:00 p.m.	" 10 "	Stop
1:00 p.m.	2:30 "	" 15 "	"
2:30 "	4:30 "	" 10 "	"
4:30 "	5:30 "	" 15 "	"
5:30 "	5:50 "	" 20 "	"
5:50 "	6:07 "	" 17 "	Non Stop
6:07 "	6:27 "	" 20 "	Non Stop
6:27 "	6:47 "	" 20 "	Non Stop
6:47 "	7:04 "	" 17 "	Non Stop
7:04 "	7:13 "	" 9 "	Non Stop
7:13 "	7:20 "	" 7 "	Non Stop
7:20 "	7:30 "	" 10 "	Non Stop
7:30 "	7:37 "	" 7 "	Non Stop
7:37 "	7:47 "	" 10 "	Non Stop
7:47 "	7:54 "	" 7 "	Non Stop
7:54 "	8:03 "	" 9 "	Non Stop
8:03 "	8:10 "	" 7 "	Non Stop

Extra Car—12 midnight.
NIGHT CARS—WEEKDAYS AND SUNDAYS.
8:50 p.m., 9:00 p.m., 9:30 p.m.
9:30 p.m. to 11:00 p.m. every 30 minutes (Stop)
11:15 " " 15 " " ping

SPECIAL CARS
By ARRANGEMENT AT THE COMPANY'S OFFICE
ALEXANDRA BUILDING.
HONGKONG, 1st June 1928.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15th, 1928, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12
		Local	Local	Local	Local	Local	Through Express	Local	Local	Through Express	Local	Local	Through Express
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CANTON (at the Sta.)	dep.						5.06			4.45			4.30
GREEN LAKE	dep.						5.13			4.45			4.30
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
Stanton	dep.												
Cheney	dep.												
St													



Price: Per Case, 1 doz. qts. Duty Paid—\$28.00.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

No. 8, QUEEN'S ROAD CENTRAL
Tel. Central No. 135. HONGKONG. (183)

DAIRY FARM NEWS

KRAFT LOAF CHEESE

No Rind—No Waste—100 Cheese

80 cents Per lb.

AUSTRALIAN CHEDDAR

Flavour Unequalled

80 cents Per lb.

COULOMMIER

Own Make

40 cents Per Pat.

Harmless to Clothes or other Fabrics. **L O L O L O L** Instant Death to All Insects and Germs. Scientifically Prepared by Expert Chemists. **Spray Freely in Home or Office**

Obtainable at Leading Dispensaries and Stores.

REFUSE SUBSTITUTES.

For

EVERYTHING ELECTRICAL

Get an estimate from

THE HONGKONG HOTEL COMPANY.

Electrical Dept. Peddar St.



PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY

Tax Rep Building (Opposite Ice House St)

REMARKABLE SCENES AT DOCKERS' MEETING. UNION LEADERS FLOATED. 5,000 MEN MARCH OUT.

Probably never in the history of industrial disputes in England has such an extraordinary incident been witnessed as that which occurred at Premierland, Commercial-road, on July 22nd (says the Daily Telegraph), when some 5,000 of the waterside workers in the Port of London who are in revolt against their official union leaders marched out of the meeting in a body, leaving the union leaders, who had attended to address the men, facing an empty hall.

Convened by the Waterways Section of the Transport and General Workers' Union "to consider matters of vital importance affecting the whole of the trade," the gathering was to have been addressed by Mr. Harry Gosling, M.P., the president of the union, Mr. Ernest Bevin, the general secretary, Mr. J. T. Scoulding, the area secretary, and others, but owing to the dramatic action of the strike organisers and implicit obedience to their orders, the meeting never really commenced.

The great hall was crowded with an audience numbering between 4,000 and 5,000. A thousand or more men were immediately outside the hall, and in the Commercial-road was a procession, 2,000 or more strong, with bands and banners, which had marched from the various districts to support the display made by the strikers.

Inside the hall the audience had overflowed to the orchestra's quarters, where the Pressmen were obliged to utilise the grand piano as a table, with scores of dockers crowded in on both sides of them. The only place on which there was an inch of space to spare was the platform. No indication of the dramatic turn events were to take was afforded by the preliminary proceedings except to those who had been following the strike since its commencement and knew so many of the leading characters in it, and sensed the danger which lay hidden behind the quiet demeanour of the great gathering. Even when Mr. Gosling and Mr. Bevin entered the hall, and passed down its length to the room at the back of the stage, there was no hostile demonstration. On the contrary, several men called out, "Hallo, Ernie" to Mr. Bevin, and there were equally friendly salutations to Mr. Gosling. It was only when the speakers came on to the platform that a real indication of the hostile nature of the audience was given.

THE STORM-BURSTS.

Immediately Mr. Bevin, who appeared first, stepped on to the platform from one of the wings with Mr. Gosling following there was an outburst of boos, cat-calls, whistling, and other signs of derision and opposition, interspersed with calls of "Resign," "Resign," and cries of "You insult us." Get out, "Traitors," and other uncomplimentary remarks. The boos and hoots were continued until the chairman, Mr. E. A. Spicer, and the would-be speakers, and three or four others had taken their seats. They had scarcely done so, however, when a member of the Central Strike Committee, in the body of the hall, called for silence for a "fellow committee-man," and a dockers who had mounted the platform appealed for order "to hear an unofficial leader," Mr. R. Coombes.

Comparative silence was secured, and Mr. Coombes, of the Watermen and Lightermen's Society, so far as he could be correctly heard, said:—

Comrades, we want to show Gosling and Bevin that we have lost all confidence in our old leaders. (Loud cheers.) You have shown that you have no faith in them. (Cheers and cries of "Traitors.") We have sacked them. We are utterly disgusted with their present attitude in our great strike, and I ask you to endorse this by walking out of this building.

At a wave of the speaker's hand the vast audience immediately and in good order proceeded to leave the hall. Several who stayed to hurl defiance at the people on the platform were quietly but firmly requested by the stewards to leave the hall, and did so. Shouts of "Traitor." Why don't you call us all out? "If you call yourselves men, resign to-morrow," were directed at those on the platform by the men nearest it as they went out, but no acts of physical violence were attempted. One of the strikers, suddenly becoming sentimental, called out in an appealing voice to Mr. Gosling: "Harry, I'm surprised that after all we have done for you you should treat us like this."

Within a quarter of an hour or twenty minutes not a single member of the audience remained in the hall, and Mr. Gosling and Mr. Bevin, who throughout the proceedings had remained seated and passive beholders of the unhappy incident, rose from their chairs and left the hall. There was no disturbance of any kind whatever, and the large force of police present had nothing to do but watch the amazing sight. As the last few men left the building the band leading the procession struck up, and the various detachments marched cheerily back to their districts.

Mr. Woods, one of the strikers, speaking to a representative of The Daily Telegraph outside the building, said:

The meeting has shown in an orderly way that the men are determined to have nothing to do with the old leaders. They have said us. So far as the strike is concerned, we will go back to-morrow if the employers will give us the old rate and negotiate with us. No negotiations with Bevin and Co. They know now what we think of them, and we shall have nothing further to do with them.

DELIBERATELY PLANNED.

Later in the day Mr. Harry Gosling and Mr. Ernest Bevin received a number of Pressmen at the headquarters of the union and explained the situation. Speaking for Mr. Gosling and himself, Mr. Bevin said that the morning's meeting was arranged quite apart from the strike, at the request of the lightermen. It had its origin in a request of the lightermen to deal with certain matters arising out of their particular section. Mr. Bevin proceeded:—

We heard on Friday that what happened this morning was going to happen, and from the information we have been able to get of what has been going on with the unofficial strike committee we can understand their great desire not to allow us to speak to our members, because if ever there was a body brought into existence who dare not face the men with the truth and allow them to hear the truth of the position it is the present unofficial strike committee. Sitting on the platform this morning, what struck us both was the comparatively few men in that great audience that really took part in the shouting and booing, which was particularly weak.

It was evidently worked up under instructions. In our opinion, there was a large number of our members who were desirous to hear us, but reviewing the position we feel very confident that it will bring its reaction. Lightermen and dockers particularly are sports, and however grievous they may feel about our action at a particular moment, there is never the kind of action we have seen this morning unless it is deliberately planned. They may interject and get excited, but they usually want to hear what you have to say.

We are prepared to wait and state our case to the men, knowing that the unofficial strike committee will have to face the music sooner or later. The men will get tired of this kind of leadership, and find that it brings its own peril. We are more than satisfied with the rightness of our cause when those who are now planning and plotting to smash the union are afraid to allow accredited leaders to state their case.

Referring to the incidents of the morning meeting, Mr. Bevin said he was not molested when he walked through the hall to the platform, and when he left somebody called out: "They have forgotten the Albert Hall." This had reference to the great meeting when Mr. Bevin was presented with a testimonial for his services in connection with the Shaw award.

Mr. Gosling said the unfortunate thing was that the strike, being an unofficial one, the union was out of action. There could be no compromise from their point of view—they could not break the agreement, nor could the employers.

WANTED.

THERE are Vacancies in the HONGKONG PIANO SOCIETY'S Orchestra for PLAYERS of String and Wind Instruments. Applications stating Name of Instrument, should be sent to T. P. M. BEVAN, c/o ASIATIC PETROLEUM CO. (S. C.), LTD. (1205)

FOR SALE.

ONE C. O. 2 Direct Expansion Refrigerating PLANT manufactured by the AMERICAN CARBONIC MACHINERY CO. Wisconsin. Refrigerating capacity 7 tons per 24 hours. For Specification and Order for Inspection, Apply to—HOLYOAK, MASSEY & CO., LTD., Engineering Dept., Queen's Building, Hongkong. (1249)

FURNISHED HOUSE TO LET.

TO BE LET, Furnished, from the 1st November for 9 months or possibly longer, a FIVE-ROOMED HOUSE on BARKER ROAD, PEAK, close to Tram Station, with Tennis Court and Garden. Apply Box B.C.D., c/o Hongkong Daily Press. (1116)

TO LET.

OFFICES in UNION BUILDING—Two Rooms on Fifth Floor. Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

"Boy! A Good Smoke, my Slippers and Armchair."

THE

HONGKONG CIGAR STORE, LTD.

Do not supply Slippers and Chair, but They do supply a

GOOD SMOKE.

(33)

When in doubt about your eyes

or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL Hongkong.

THE HONGKONG HOTEL CO., LIMITED ANNOUNCEMENT.

Owing to the receipt of numerous complaints from patrons as to the incivility of various members of the Staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced, by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

2.—in this Ordinance

(a) "Cash" means any coins or notes current in the Colony.
(b) "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.

3.—(1) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.
(2) Sub-section (1) of this section shall not apply to the following:—

(a) any sale by the proprietor of an hotel to a person residing at the hotel;
(b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other bona fide meal for which a charge of at least thirty cents can be reasonably made;
(c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.

4.—Where any intoxicating liquor is sold by a servant or employe in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.

5.—Every person to whom any liquor is, to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provision of the Liquors Ordinance, is respectfully requested.

For and on behalf of

THE HONGKONG HOTEL CO., LTD.,

WALTER J. HAWKER.

Secretary.

Hongkong, 15th August, 1923.

BRAINS

in advertising, to look at it from the Kelly & Walsh stand-point, means more than the mere selection of the best mediums; more than making promising selling plans; more than writing copy and making sketches. It means the combination of all these essentials. Kelly & Walsh O. K. service achieves this completeness.

If you have anything worth selling It is surely worth telling.

KELLY & WALSH, LD.

PHONE C. 135

PHONE C. 1915

W. P. SIMPSON

(LATE OF DISS BROS.)

TAILOR & BREECHES MAKER

has opened Business at

ASTOR HOUSE BUILDING

Queen's Road Central,

2nd Floor.

Foamite Firefoam

THE MOST EFFECTIVE FIRE
EXTINGUISHER.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA:

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Tel. Central 236.

2, Queen's Buildings.



CELEBRITY RECORDS BY ARTISTS WHO ARE MAKING MUSICAL HISTORY AND WHO STAND AT THE VERY PINNACLE IN THE OPERATIC AND CONCERT FIELDS ARE THE DOMINATING FEATURE OF THE SHIPMENT JUST RECEIVED BY US, THE BEST EVER RECEIVED IN THE COLONY.

VOCAL. GRAND OPERAS.

I PAGLIACCI (Lecocavallo) Prologue ... Riccardo Stracciari, Baritone.
Do, Vesti la giubba ... Nino Piccaluga, Tenor.
(On with the Play)
Do, O. Colombina ... G. Zenatello, Tenor.
(Harlequin's Serenade)
BARBER OF SEVILLE (Rossini) Numero Quinto ... A. Bonci (Tenor) and Ferruccio Corraletti (Baritone).
Do, Voi dovreste travestirvi ...
(You must disguise yourself)
TANNHAUSER (Wagner) Oh! in bell'astro ... Pasquale Amato, Baritone.
(The Evening Star)
I VESPRE SICILIANI Aria di Montfort ... Riccardo Stracciari, Baritone.
(Montfort's Aria)
LUCIA DE LAMMERMOOR (Donizetti) Tu che a ... Alfred Piccaver, Tenor.
Do, spingasi l'ali ...
(Then hast spread thy wings)
TOSCA E lucyan le stelle (The stars were shining) ... Nino Piccaluga, Tenor.
MEFISTOFELE (Boito) Son lo spirito ... Adamo Dilor, Bass.
RICCOLETTA (Verdi) La donna è mobile ... C. Laori-Volpe, Tenor.

OKEH STUDIO.

8, DES VŒUX ROAD CENTRAL (CORNER OF ICE HOUSE STREET).
Tel. No. CENTRAL 4453.

NOTICE.

MESSRS. FINDLATER, MACKIE,
TODD & CO., LTD.

WINE & SPIRIT MERCHANTS;
LONDON.

The Agency for this Old Established, and Well Known Firm has been transferred from CARTERS, to JAMES H. BACKHOUSE, LTD., No. 1A, CHATER ROAD.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

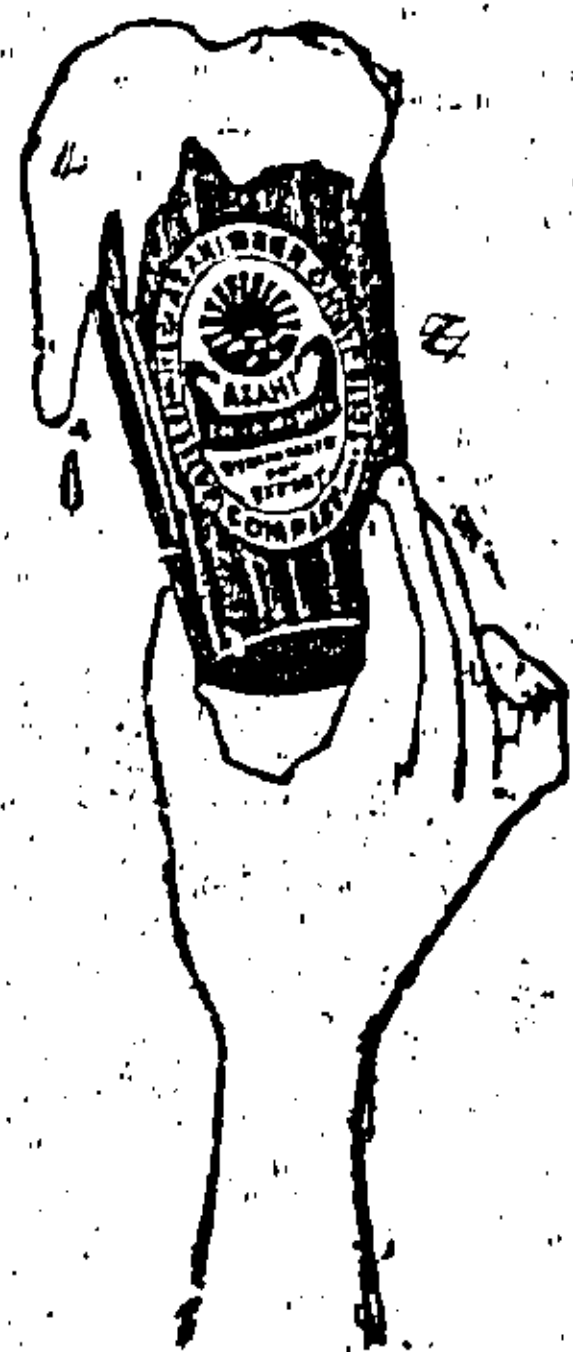
LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

mitsui BUSSAN KAISHA, LTD.

HONGKONG.



AUSTRALIAN TRADE WITH EAST

COMMISSIONER'S OFFICE CLOSED.
SHIPPING TO BE SUBSIDISED.

Under these headings the Sydney Morning Herald of July 21st has the following:

"In addition to the dismissal of the Commonwealth Trade Commissioner at Shanghai (Mr. E. S. Little), the Federal Ministry has decided to pay the whole staff off, and to close the office of the commissioner."

The foregoing announcement, made by the Minister for Customs (Mr. Chapman) to-day, is an indication of the policy of the Ministry to dispense with the system of trade commissioners, and to allow manufacturers and primary producers to establish their own markets in the East.

It is the intention of the Ministry to assist the trade to Eastern countries by subsidising shipping, after definite information has been given by Australian merchants that they have obtained satisfactory markets which will be of a permanent nature.

No official statement can be obtained regarding the future of Mr. E. T. Sheaf, who is the second Government Trade Commissioner in the East. Mr. Sheaf, however, is not in the same position as Mr. Little, who was directly employed by the Commonwealth. He was appointed a year ago, at the Premiers' Conference, and his salary and expenses, which were estimated to cost £1,250, for the first 12 months are being borne by the Commonwealth and States.

Mr. Chapman explained to-day that the instructions which he had issued to Mr. Little to dispense with the members of his staff who were in receipt of Commonwealth pay would mean that the office in Shanghai would close. With regard to assisting trade in the East, he (Mr. Chapman) was at present awaiting the report of the Board of Trade, which, in conjunction with the representatives of merchants, was investigating the proposed shipping subsidy. While the Ministry was prepared to pay a shipping subsidy, it wanted to be assured that the merchants had a round scheme for obtaining markets. What was wanted was a regular market, because the amount of the subsidy would probably run into many thousands of pounds. Australia would have to exploit the Eastern market, but at the same time he did not consider that that was the business of the Government. It was the concern of private enterprise, although the Ministry was prepared to undertake certain financial responsibility in obtaining shipping.

Mr. Little was appointed trade commissioner early in 1921. His salary was fixed at £2,000 a year, but the additional expenses in connection with the office were in the vicinity of £5,000 per annum.

COTTON AND YARN MARKET

Messrs. Polishwally and Kotwall, cotton and yarn brokers, of Hongkong, in their report dated August 29th, state:

Since our last report on the 31st August by *the South China Morning News*, a lively feeling was evinced during the earlier part of the interval with good inquiry in 10s. yarn of known "chops," but latterly the news of further unrest and military disturbances in the surrounding districts greatly hindering steamer traffic with those places, have adversely affected our market, and with a slight decline about 4,000 bales have changed hands during the whole interval, while the tendency, at the close, is quiet and uncertain.

Unsold stocks:—12,000 bales.
Bargains in Chinese hands:—5,000 bales.

For some months past, it has been painfully apparent that Indian yarn importers have been carrying on a losing struggle in their fight against the Shanghai spinners in order to retain a foothold for their lower counts, 10s. and 12s., in these Southern markets. We fear, however, that their efforts are proving fruitless, as the advantage must necessarily lie with the Northern spinners, whose yarns enter the interior duty free whereas the Indian has to pay an extra duty on each bale. It is our firm belief, therefore, that in a short time the Indian mills will have to face the entire loss of this market, as they have already lost the Northern markets. In fact, the position of the Indian lower counts at the present time is exactly that of the higher counts some twenty odd years back, when the Japanese spinners drove them out of these markets, and to the danger of which we drew the attention of the readers of our circulars at that time.

Shanghai:—Local mills are reported to have done good business in 10s. yarn with prices remaining very steady. Transactions have also passed locally in Shanghai Mills 10s. yarn at \$161 per bale for Yunnan and Canton markets.

Japanese Yarn:—Owing to unfavourable rates, arrivals are small and only a limited business has passed during the interval as under:—200 bales of Nagasaki, No. 20s., at \$232/227; 3 Horses, No. 10s., at \$210; 3 Horses, No. 20s., at \$212; 600 bales of Yellow Yarn, No. 20s., at \$216/212; Setsu, No. 10s., at \$192; Setsu, No. 20s., at \$230; Blue Fish, No. 20s., at \$220.

Raw Cotton:—There has been very little inquiry in this staple commodity and following are the latest quotations:—Bengal, \$34 to \$43 per picul; Chinese, \$45 to \$62 per picul.

WESLEYAN IN CATHEDRAL PULPIT.

NOVEL EVENT AT BRISTOL.

An unprecedented event in the relations between the Church of England and Wesleyan Methodism took place on July 22nd, when the president of the Wesleyan Conference, the Rev. T. Ferrier Hulme, preached in a British Cathedral. This was the first occasion on which a sermon has been delivered in an Anglican cathedral by a president of a Nonconformist conference. The Bishop of Bristol, the Dean, and chapter, and a packed congregation listened to the sermon, which dealt with the non-committal attitude shown towards religion by many of the people.

In his conference sermon in the morning in Victoria Chapel, Clifton, the president said never had there been amongst a minority of our people more laxity in morals. There was a loosening of the marriage tie and a lowering of moral standards which involved the girlhood of the country in terrible risks, increased by alcoholism and the indulgence in a species of pleasure that was little removed from licentiousness. The nobility of sport was being undermined by widespread gambling, engineered by "bookies," and fostered by the early editions of newspapers, run solely for the dissemination of betting news and betting facilities. He had no wish to belittle or vilify the Church, but she was not pulling her weight. She had spent too much of her energies in the past in the consideration of divisions and the rectifying of theological, and too little in the combating of evil.

Do you take a Pride in your Table Linen?

Has your Cloth, Fine Spreads, Centre Pieces got that Snowy Whiteness and Fine Gloss that makes other Women Proud of their Table Linen?

Sanitary Laundry Service.

Dyeing and Dry-cleaning of all Descriptions.



STEAM LAUNDRY CO.

HEAD OFFICE and WORKS LAUNDRY, Tel. K 32.

HONGKONG DEPOT: 18, Stanley Street, Tel. C 1273.

63, Praya East.

KOWLOON DEPOT: 19, Canton Road.

CANTON: 19, Shark Central East.

Write or Phone for

PRICE-LIST.

S. O. A. E. O.

THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.



DEALERS and MANUFACTURERS of Oxygen, Acetylene, Carbonic Acid, Ammoniac, Anhydrous sulphurous gases, Carbide of Calcium, Motor Cycle acetylene tanks, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylenic and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Vœux Road Central, 2nd Floor.

Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.

Has it occurred to you that FLYOSAN is the only non-poisonous insecticide and has a pleasant smell?

All other liquids, as you know smell badly, discolour and stain, all unpleasant reminders of the things you are trying to be rid of and forget.

FLYOSAN is obtainable at

A. S. Watson & Co., Ltd.

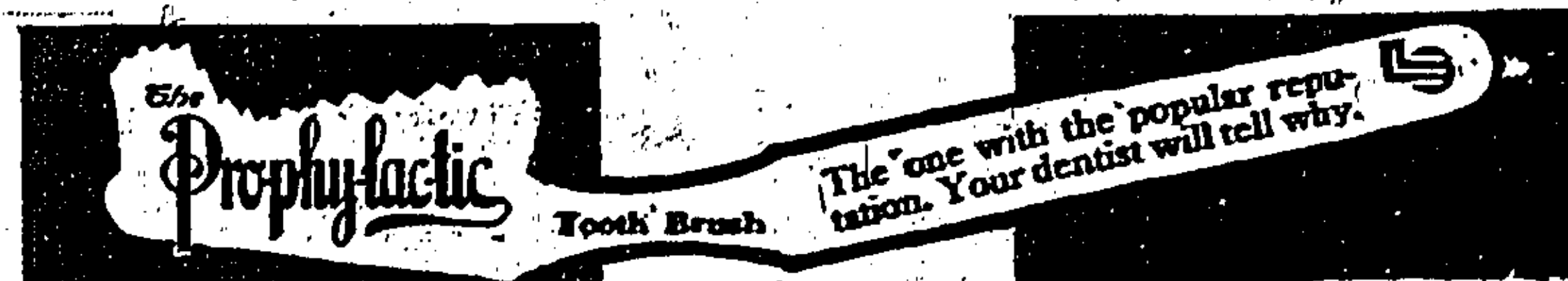
Queen's Dispensary.

Colonial Dispensary.

The China Dispensary.

The Edward Dispensary.

The Pharmacy.



Prophylactic

Tooth Brush

The one with the popular reputation. Your dentist will tell why.

THORNYCROFT

AND CO. LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Sasegastok

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS
MARINE AND STATIONARY OIL ENGINES, 8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.

For Quotation, Apply—
ROBERT DOLLAR BUILDING,
SHANGHAI.

Exceptional value in

Golf Hose

We have just received a line of Knicker
Hose which for quality, appearance and hard
wear are unsurpassed, and are the best value
ever offered.

These excellent stockings in various weights and
colours are

only \$4.00 per pair.

Mackintosh & Co., Ltd.,

Men's Wear Specialists.

Alexandra Building. Des Vaux Road.

THE CHINA DISPENSARY

CHEMISTS & DRUGGISTS.

PERFUMERY, TOILET ARTICLES, PATENT MEDICINES
DRUGGISTS' SUNDRIES, Etc.

We ask you to compare Values.

82, QUEEN'S ROAD C.

PHONE 2598.

YEE SANG FAT CO.

JUST RECEIVED

A Large Assortment of
WARDROBE and CABIN TRUNKS
SUIT CASES and TRAVELLING RUGS
All at Reasonable Prices.

Latest Styles

WATER PROOF FOR RAINCOATS

Gents Ladies and Children.

YEE SANG FAT CO.

DINNER SETS

English Manufacture, 82 Pieces
FROM \$60 UP.

TEA SETS

Assorted Designs, 22 Pieces
FROM \$12.50 UP.

An opportunity seldom offered.

THE WING ON CO., LTD.

PROBLEM OF RETURNED STOWAWAYS FROM HONGKONG.

THE POLICE IN A QUANDARY.

Apparently until the present Stow-
aways' Ordinance (dated 1903) is amended
the Hongkong police are powerless to
deal with men who stowaway from Hong-
kong on a foreign vessel and who are
found on board the vessel whilst she is on
the high seas and later returned to the
Colony. The police can, apparently, only
obtain a conviction if it is proved that
the stowaways were found on board in
British waters, that is to say within the
waters of the Colony.

This point was argued at some length
yesterday afternoon, at the Magistrate's
Court, between his Worship (Mr. J. R. Wood)
and the Assistant Crown Solicitor (Mr.
T. M. Hazlerigg). The case was one in
which two young British subjects named
Patrick O'Grady, aged 23 years, of
Ireland and Robert Spears, aged 21 years,
of the Isle of Man, were found on board
the American liner *President Pierce*,
recently whilst the vessel was on the high
seas, during a voyage from Hongkong to
Manila. O'Grady admitted that they
stowed away from Hongkong and agreed
that they were found on board the high seas.

When the case was first mentioned in
the early part of the afternoon, a charge
of secreting themselves on board the vessel
without the consent of the Captain, was
preferred against them, but Mr. Hazlerigg
announced that he wished to withdraw the
charge which was brought under section
207 of the Merchant Shipping Act. He
stated that he would proceed under an
other charge. The defendants were dis-
missed under this charge, and brought up
again before the Magistrate at 4 p.m. on
an amended charge framed under the
Stowaways' Ordinance, 1903. The new
charge was "For that you on the 28th
August, 1923, arrived in this Colony on
board the s.s. *President Pierce* without
the consent of the owner, charterer, agent,
master or other person in charge of the
ship and having obtained a passage there-
in contrary to section 3 of the Stowaways'
Ordinance."

The Magistrate advised the defendants
to plead "Not Guilty" which they did.
Mr. Hazlerigg then briefly outlined the
case, stating that the defendants were
found on the high seas after stowing away
from Hongkong on August 22nd. On the
arrival of the *President Pierce* in Manila
he understood that the American Authori-
ties refused to allow the defendants to
land. According to the 3rd Officer of the
vessel, he was informed that the
British Consul came on board the vessel
and advised them to return to Hongkong.
He also knew from his own knowledge
that they would not be allowed to land
at Manila, without a passport and with-
out the usual capitulation fee of \$19.

At this stage O'Grady offered to tell the
Court what happened when the British
Consul came on board. The British
Consul told them that he might be able
to arrange for them to land and that they
might be able to work their passage out of
port. "He told us he would go away and
see about it and then come back and see
us later, but," added O'Grady with a
pathetic smile, "he never came back."
His statement and the manner in which
he told it caused the Magistrate to laugh
heartily.

It then dawned on the Magistrate and Mr.
Hazlerigg that the two men must have
been brought back to the Colony with the
consent of the Captain, and this led to
the charge being amended once more. A
reversion was made to the original charge
of "Being found on the s.s. *President
Pierce* on the high seas with intent to
obtain a passage therein without the con-
sent of the Captain, etc."

Mr. Hazlerigg then proceeded to argue
the case for the Crown on the new charge.
He contended that the finding of the men
on the vessels on the high seas was really
only the climax of a continued offence.
In his opinion it did not really matter
whether the men were found in British
waters or on the high seas. He did not
think it was the intention of the framers
of the Ordinance to limit the section to
finding in British waters, and he reiterated
his statement that the finding was only
the culmination of a continued offence
which commenced at Hongkong. The
Stowaways' Ordinance was passed in 1903
in view of the large number of Chinese
stowaways from Hongkong to Manila.
He referred to the Objects and Reasons of
the Bill which quoted the case of the s.s.
Kaifong on which 134 stowaways were
found. The object of the Bill was to
make the penalty for such an offence more
severe in respect of stowaways from Hong-
kong to Manila. "The only way,"
pointed out Mr. Hazlerigg, "that stow-
aways between here and Manila can be
punished is by bringing them back to
Hongkong, seeing that they are not allow-
ed to land at Manila."

The Magistrate: I am afraid I am not
with you.

Mr. Hazlerigg: You still consider that
the "finding" is the actual offence.

The Magistrate: If they were found
within the waters of the Colony they
would be liable to imprisonment.

His Worship pointed out that the object in
framing the Ordinance was to prevent
stowaways leaving the Colony.

Mr. Hazlerigg: Then what about
"arriving" in the Colony?

The Magistrate pointed out that the
men were brought here with the consent
of the Captain.

His Worship then asked the defendants
what they wanted to do and where they
wanted to go?

O'Grady spoke up saying: We want
to get to a White man's country so that
we can get work.

The Magistrate suggested "Australia
for instance," to which both defendants
signified a simultaneous assent.

Mr. Hazlerigg: If we don't deal with
these men to-day they will only come be-
fore your Worship in a few days time as
vagrants.

(Continued at foot of next Column.)

TENANCY DISPUTE.

ALLEGATIONS OF COLLUSION.

The case in which the Man Fat Shing
firm of rice merchants sued the Sam Wing
Firm, Yeung Fun Nam, and the Tai On
Firm for possession of the ground floor
was continued in the Summary Court be-
fore His Honour Mr. Justice Gompertz
yesterday afternoon.

Mr. A. J. Arculli represented the plain-
tiffs, and Mr. C. H. Lyson the first and
third defendants.
Plaintiff's case was that in April they
received from the defendants' notice that
they intended to quit. On the strength
of this they re-let the premises to some
one else, but meanwhile defendants re-
fused to leave. Plaintiffs came into
possession of a portion of the premises
whilst the defendants were out of them.

The first and second defendants
counter-claimed for repossession on the
ground that they had been illegally dis-
posed. The second defendant admitted
the order.

The defence was that the second de-
fendant was at one time employed with the
first defendant firm, and that he wrote
out the notice, signing it with the firm's
stamp. He had no right either to write
the notice or use the stamp, since he was
only a salesman with the firm. Collusion
between the second defendant and plain-
tiffs was alleged.

His Honour reserved judgment.

LAUNCH AT KOWLOON DOCKS TO-DAY.

ANOTHER STEAMER FOR THE
INDO-CHINA S.N. CO.

The single screw steamer *Sui Sang*,
built at the Kowloon establishment of the
Hongkong and Whampoa Dock Co., Ltd.,
for the Indo-China Steam Navigation Co.,
Ltd., is to be launched this morning about
10.45 a.m.

The following are the principal dimen-
sions:

Length overall 225ft.
Length between perpendiculars 210ft.
Breadth moulded 40ft.
Depth moulded 25ft.

The *Sui Sang* is of the two deck type
with poop and bridge connected, up-
gallant forecastle, boat deck aft and amid-
ships.

There are two holds forward and one
aft, the cargo being worked by two
powerful winches and steel tube derricks
at each hatch. Smaller hatches are fur-
nished for the deep tank and after end
of main hold where wall-type winches are
used for discharging and loading.

Water ballast and fresh water is car-
ried in the peak tanks and double bottom
which extends the full length of the ship.

The rudder is controlled from the bridge
by Wilson and Pirrie's Telemotor system
led to Hasting's steam steering gear which
is situated in a steel house on the poop
deck and directly connected to the rudder
stock.

An sin. by 12in. winch, with extended
arms for warping, fitted aft and a Clark
Chapman steam windlass on the forecastle
head completes the deck machinery.

Six state-rooms are provided for saloon
passengers with all the latest and most
up-to-date fittings, ensuring a comfortable
voyage for intending travellers.

The dining saloon, situated at the fore-
end of the bridge deck, is handsomely
panelled in hardwood and furnished for
dining twenty persons. Accommodation
for smokers is provided in a finely finished
room at the after end of the engine casing
on the boat deck.

Second class passengers, berthed in the
poop, have a roomy space for dining in
the centre of the ship.

The accommodation for the Captain
and Wireless officers is situated on the
boat deck forward, while the engineers
and officers' rooms are built round the
engine casing on the bridge deck amid-
ships, all the rooms being furnished on a
generous scale.

The vessel is electrically lighted through-
out and fans are provided in all public,
passenger and officers' rooms.

Propelling machinery constructed by the
builders is amidships and of 2,000 indi-
cated horsepower, consisting of one set
of triple expansion surface condensing
engines having cylinders 21 58 63 inches
diameter by 45 inches stroke, steam at
180 lbs. working pressure under forced
draught being supplied by two cylindrical
return tube boilers of 15 feet 9 inches
diameter by 12 feet 9 inches long.

The engine and boiler room auxiliaries
include a Weir's D.C. heater and Weir's
main feed pumps, a Paul's independent
centrifugal circulating pump, also general
service and ballast pumps.

A Crompton's atmospheric air hoist is
fitted in the stokehold for the disposal
of ashes.

During the construction of this vessel
the interests of the Owners have been in
the efficient hands of Captain F. T.
Wheeler, Marine Superintendent, and Mr.
Murray, Engineer Superintendent, and
his assistant Mr. W. McFarlane.

Built under Lloyd's special survey to
their highest class the work has been in-
spected from time to time by Messrs. Lang
and Morrison, the local representatives of
Lloyd's Registry of Shipping.

The Magistrate (to Sub-Inspector
Spears): These men have no resources?

Inspector Spears: No, your Worship.

Addressing the defendants, his Worship
said: I apologise for keeping you here
all day, but I wanted to consider the law
on the case. Seeing that you were not
found in the harbour you are not liable
before this Court. But if you had been
found on the vessel in the harbour you
would have been liable to imprisonment
for nine months. You are discharged.

To Inspector Spears his Worship said:
Take these men to the Seamen's Institute
for the next two days. I will be respon-
sible for them.

CORRESPONDENCE.

THE ORIGIN OF MAN.

[TO THE EDITOR OF "THE HONGKONG
DAILY PRESS."]

Sir.—Mr. Tse Tsan Tai's attack on the
Darwinian theory of Man's origin from
the apes, published in the *Daily Press*
on Tuesday, is entertaining but illogical.
In his professed opinion "there is
nothing more impossible and absurd than
the theory that our primitive ancestors
were monkeymen (apes) with tails."

The theory is neither impossible nor
absurd. I am no scientist, but a close
perusal of the younger Darwin's
"Foundation of the Origin of Species"
proves conclusively to my satisfaction
fish, and fowl have all changed
physically throughout the ages. Dogs,
cats, birds, bats, elephants, and a hun-
dred other living things have materially
altered since the infancy of the world.
So why not Man? Is it logical to sup-
pose that, while other animals have been
steadily advancing in beauty and intelli-
gence, man has been degenerating?

Mr. Tse should attempt to procure
photographs of the prehistoric skull, a
man recently unearthed in South
Africa. Anything more monkeylike than
that same skull logically reconstructed it
would be difficult to find outside of a Zoo
or a jungle. Yet the relic is undoubtedly
that of a man. There is no doubt that
Man formerly possessed the features of
an ape, and it is only reasonable to sup-
pose that he possessed the body and tail
of an ape as well.

Mr. Tse continues—
"Modern man is physically inferior
to his pre-historic ancestors, and this is
proof that the human race is degenerating."

This statement largely depends on the
point of view. My own opinion is that
the strong man of to-day is a far finer
animal than the strong man of, let us
say, the Stone Age. The modern Her-
cules is a beautiful figure, beautifully
proportioned, and though he may not
possess the same brute strength as his
forerunner, he is still a higher form of
life. The prehistoric man was a hideous
figure of gnarled and knotted muscle, low
of brow and evil of visage.

Again, it is only fair to suppose that
if the Human Race has been degenerating
since the time of prehistoric man, the
process has been a continuous one. Evi-
dence fails to bear this out. "Suits of
armour and leathern jerkins preserved in
the Tower of London are so small, that
it is impossible for a normal Englishman
to get into them." This does not support
the theory that Man has been physically
degenerating during the past few cen-
turies. On the other hand, it merely
disproves that Man has been physically
degenerating and does not prove the
reverse.

The fact is that Mr. Tse's theory of
physical degeneration is nonsense. Cave
men are to be found on the Earth to-day
if one knows where to look for them.
Explorers who have penetrated some of
the deeper South American jungles tell
tales of men with the strength of San-
dows and the intelligence of animals.
Take a Japanese and compare him with
your cave-men. To the latter the Japan-
ese would be a weakling. But then,
again, take a well-proportioned Zulu war-
rior and compare him with your cave-
man. The ancient may have a slight
advantage in physical strength, but he
has neither the other's beauty of form
or intelligence of mind. The question of
physical size is, after all, largely a ques-
tion of nationality, and has nothing to
do with the Human race as a whole.

Mr. Tse goes on to say:

"Dancing in all its demoralizing
forms is now the rage."

The way this sentence is put betrays
a mind either prudish or puritan. Per-
sonally, I see little of a demoralizing
nature in Western dances. Indeed, the
only people who see evil and viciousness
where it does not exist are people of
"religion" whose own evil thoughts are
so hemmed in by the walls of their be-
liefs that they express themselves more
harshly and incidentally more harmfully,
by way of escape. The world has danced
throughout all the ages of man, and will
probably continue to do so till the end
of the Human race.

The Old Testament story of the origin
of man, referred to by Mr. Tse in his
concluding paragraph, involves a far
greater strain to the credulity than the
theory of Man's evolution from the apes.
Adam may have been created out of clay,
and Eve may have been created from a
rib, but we have no material evidence to
point that way, as we have on the side of
the other theory.

The argument is an interesting one, and
will, I hope, be taken up in your columns
by those more learned on the subject
than I.—Yours, etc.,
S. G. H.

KRYPTOK LENSES

are conceded to be one of the very best
forms of bifocal lenses. The bifocal seg-
ment is ground and fused into the distant
lens making the product practically one
piece of glass. The segments are totally
invisible and the lens has a beautiful
appearance. Kryptok lenses of any pre-
scription in either regular or Toric form
are manufactured by the Hongkong
Optical Co., Successors to Clark & Co.,
Manufacturing and Refracting Opticians,
—the most competent optical manufac-
turing establishment in South China—
located in 53, Queen's Road Central.
Fitting glasses and testing the sight is
their speciality.—ADVT.

INTIMATIONS

NOTICE OF REMOVAL

THE Office of the "HONGKONG DAILY
PRESS" have been removed to 1A,
CHATER ROAD (3rd floor), to which Address
all Correspondence should be directed.
Hongkong, 18th July, 1923.

THE HONGKONG JOCKEY CLUB.

MEMBERS are Notified that the Lists for
Subscription for the ANNUAL
RACE MEETING 1924 Close on FRIDAY,
the 31st, 1923.

HONGKONG CLUB.

NOTICE

THE THIRD YEARLY DRAWING
of 30 DEBENTURES (1920 issue—\$500
each) of the HONGKONG CLUB, Payable on
SATURDAY, the 29th SEPTEMBER, 1923,
will be held in the Club House at 11 o'clock,
a.m. on SATURDAY, the 29th SEPTEMBER,
1923.
Benevolence of Donations are invited to attend
the Drawing.

By Order,

A. H. ABHAS,

Secretary.

Hongkong, 28th August, 1923. [1219]

ST. STEPHEN'S COLLEGE.

BONHAM ROAD.

THE Next Term will begin on MONDAY,
10th SEPTEMBER. There will be an
Entrance Examination for New Boys at 9.30
a.m. on SATURDAY, 29th SEPTEMBER.
For information please apply to
[1215] THE WARDEN.

MEDICAL OFFICER.

THE POST OF MEDICAL OFFICER in
the Post of CHICKIANG, China, is shortly
falling vacant. Inquiries should be addressed
to the Secretary, The British Municipal
Council, Chikiang. [1221]

HUMPHREYS ESTATE & FINANCE

CO., LTD.

NOTICE IS HEREBY GIVEN that
Certificate No. 2814 for 30 Shares
numbered 53303 to 53332; Certificate No. 4817
for 25 Shares numbered 03851 to 03875; and
Certificate No. 4820 for 8 Shares numbered
2403 to 2410 all registered in the Name of
GEORGE HOYES have been LOST or DES-
TROYED, and should these Certificates not
be produced to the Company before the 15th
DAY OF SEPTEMBER, 1923, New Certificates
for the said Shares will be issued and the old
Certificates will thereafter be held by the
Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th August, 1923. [1173]

THE KOWLOON HOTEL.

HARROW ROAD.

OPENING 1st SEPTEMBER.

FIRST Class and Most Up-to-date
Residential and Tourist Hotel. Six
Stories of Commodious Large and Airy Rooms
with every Modern Appliance. Elevator to
Every Floor and to Roof Garden. Hot and Cold
Water, Electric Lights, Fans and Bells through-
out. Exceptionally Well Ventilated Bar and
Billiard Rooms. Moderate tariff and most
Excellent Cuisine supervised by Experienced
Chef. Monthly and Family Rates can be
arranged at Most Reasonable Terms.

For Terms, apply to
Mrs. J. J. BLAKE,
Manageress.

[1119]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell

PUBLIC AUCTION,

on

TUESDAY, WEDNESDAY AND

THURSDAY,

the 11th, 12th and 13th, September, 1923,

at H. M. NAVAL YARD Hongkong,

and at KOWLOON NAVAL DEPOT,

commencing each day at 9.30 a.m. within an

interval from 12 Noon to 1.30 p.m.

OLD and SURPLUS NAVAL STORES,

do., do.,

Comprising—

Life Boats, Dingies, Whalers, Electrical and

Wireless Telegraphy Fittings, Electric Cable,

Cooking Stoves, Ships' Fittings, Iron

Beds, Mattresses and Fittings, Life Batts, Life

Jackets and Belts, Carpets, Rugs, Mats, Table

Covers, Blankets, Curtains, Canvas, India

Rubber and Metallic Boxes, Old Cordage,

Canvas Bags, Old India Rubber, Old Leather,

Old Woollen and Linen Bags, Old Axes,

Old Cork, Old Iron and Steel, Old Brass,

Copper, Lead and Gun Metal, Copper and

Brass Tubes, Coal Sacks, Wood, Iron and Gun

Metal Blocks, Lamps, Gauges, Steel Tubes,

Old Steel Wire Ropes, Mineral Oil, Chain

Cable, Drilling, Slotting and Grinding

Machinery, Lathes, Pinnace and Cutter Engines,

Tables, Composites, Clocks, Iron Drums, Fold

up Lavatories, Old Packing Cases, Packing

Boards, Old Casks, and a large quantity of

Fire Bar Iron, etc.

Lots may be inspected on Monday, the
10th September, 1923.

Also SALE of Old and Surplus Victualling Stores,
at Kowloon on FRIDAY, 14th September.

Comprising—

Unserviceable Provisions, Rabbit, Raisins,
Clothing and Mess Gear.

Terms of Sale—As detailed in Catalogue.
By Appointment Auctioneers to the
Admiralty.
Hongkong, August, 1923. [1217]

HONGKONG SMALL INVESTORS'
SHARE AND REAL ESTATE CO.,
SHARE AND LAND BROK

THE SHIPPING CONTROL REPORT.

MR. C. R. BURKILL'S REPLY.

"THE SATISFACTION OF HONGKONG CAN BE EASILY UNDERSTOOD."

We have received for publication the following statement by Mr. C. R. Burkill, of Shanghai, in reply to the Report on the Shipping Control in Hongkong issued a little over a month ago:—

In reply to Mr. Fletcher's statement re Shipping Control 1917/1923, I would like to reply to certain statements made by him.

Mr. Fletcher loses sight of the fact that the *Wallowa* action was based on a question of "principle." The *Wallowa*, during certain periods of Control, was not used "in aid or defence of the Crown Colony of Hongkong," which was the purpose for which the Governor was enabled to commandeer her under Order-in-Council 28th October, 1898. This fact of "principle" seems to be lost sight of by dragging in the *Patriot* (which was owned by my firm). This boat was used for carrying coal from Chinwangtao to Hongkong. Coal was essential in "aid or defence of the Crown Colony," therefore we have never claimed for the *Patriot* as it appeared to us that she came within the "principle." Mr. Fletcher is quite correct in saying that the *Patriot* was under a charter for \$12,000 a month to the Kailan Mining Administration and earned \$15,000, thus making a profit of the "increased earnings," but under the law of Charters, the profit went to the Kailan Mining Administration. The Manager thereof, being an honourable gentleman, gave my firm half of such increased earnings—but as already stated the *Patriot* has nothing whatever to do with the question as, in our opinion, she was legally used by the Hongkong Government.

With reference to the *Wallowa* it is necessary to go back to her first Government control. This was a requisition from the Admiralty dated 10th April, 1916, and she was employed carrying coal from Calcutta to Colombo and was returned to us in June, 1916, extra insurance incurred paid by Admiralty. Subsequently she was chartered (July, 1917), for the rice trade for one year at \$51,000 per month, after 5 months of this charter she was taken by the Admiralty (letter December 10th, 1917) and used as a collier between Chinwangtao and Hongkong till the Spring of 1918.

Mr. Fletcher states: The Solicitors of the *Wallowa* Steamship Co. wrote to the Commodore 10th December, 1917, s.s. *Wallowa* has been requisitioned by the Admiralty and they proceeded to ask for certain information.

Perfectly true, but why not go on and quote the Admiralty's reply, 11th Dec., 1917, which stated that the vessel "has been requisitioned for the Colonial Government, which will undoubtedly give you the information required."

The information required was the question of war risk, and on 11th December our Legal Advisers wrote to the Hon. Colonial Secretary re war risk and received a reply dated 17th December, 1917, Colonial Secretary's Office, signed by Claud Severn, Colonial Secretary. In this letter, paragraph 3, it states: "It is not proposed to insure against war risk."

In my statement: "Further as the Hon. A. G. M. Fletcher is still trailing the 'red herring' re Imperial Government and the Naval Commodore being responsible," may I point out to the hon. gentleman that the Admiralty requisition of 10th December, 1917, was correct in "principle," the boat being used as a collier till the Spring of 1918. The "red herring" refers to the controlling of the boat dated 13th March, 1918, by H.E. the Governor and signed by "Claud Severn, Colonial Secretary." Under this Control all negotiations, instructions and correspondence were with the Hongkong Government, and to get out of this the "red herring" of Imperial Government and Commodore was trailed on more than one occasion without effect. Why, when we brought an action in December, 1919, did not the Hongkong Government now-suits us by defending the action and proving that it should have been instituted against the Imperial Government? Instead, they briefed practically everyone in Hongkong that we could employ in an action against them—a splendid piece of work for a Government.

Paragraph 13, Mr. Fletcher's reply:—"The Imperial Government is in no way interested in the financial arrangements or their results except to see."

This was February and March, 1918. Paragraph 14:—"This Colony is concerned only with vessels registered in Hongkong and Shanghai, fifteen in number. The circular letter, which you have in your hands, outlines the scheme under which it is proposed to control these vessels."

This proves that financial profits and risks were account of Hongkong Government. On the question of war risk, a great point has been made by the Attorney-General and by others of the risk the Hongkong Government ran under this heading. The risk could have been insured for less than \$200,000 a year in insurance for 1917/1923 for a month's cost \$48,710.41. After covering the risk for 3 months without disclosing same to owners, a brain-wave suddenly struck the Government and Vital Requirements Committee. They were making in one month more than the cost of one year's insurance of 1917/1923 and 2 months' profits on the

Wallowa would have practically paid 1 year's insurance premium of \$200,000.—(see Par. 21, 17th October, 1918)—to run their own insurance.

"The money is kept for insurance against war risk."

The Government did not ascertain from each owner the extent of war insurance covered (March 13th circular Letter Sec. 11 and 12), but insured each boat for a specific value (total £279,000) and then afterwards ran the awful and terrible risk on their own account, presumably with some reference to the £279,000 valuation, but did not disclose to any owner the value placed on his boat or the insurance thereon—quite oblivious of the fact of possibility of overlap in insurance.

The greatest feature in the defence has been this war risk. The Hon. Mr. P. H. Holyoak, July 26th, 1923, says:—

"I think a good deal of confusion of thought has arisen in the minds of the Shanghai public at least partly from ignorance of fact—probably from ignorance of fact—in not realising that this Government, throughout the Shipping Control, was running a very serious insurance risk."

But on the Government's own figures it could have been covered for under \$200,000. Mr. Fletcher gets out of all this by saying:

"It did not occur to the Government to notify them individually as to the precise manner in which the risk was being carried."

This was after going to the expense of obtaining a valuation of each steamer from Messrs. Goddard & Douglas, totalling £279,000 for 14 steamers (*Wallowa* valuation £140,000) and covering same for 3 months with a local Company.

To get back to *Wallowa* history. Being unsatisfactory as a Collier, she took a cargo to Java (April, 1918), to return with sugar. This was when she was under the control of the Association of "Shipping and Vested interests" in Hongkong. I mean the Control Committee of which Mr. Fletcher speaks so highly and on which we were not represented, although our ships and others in same category were worth £279,000.

The control by these gentlemen of the *Wallowa* was of short duration. A letter was addressed to Mr. Fletcher by Mr. Wilkinson on 24th April, 1918, and, in reply, the Secretary to the Shipping Control Committee handed the boat back as from date of next discharge to be run by Mr. Wilkinson, of Messrs. Moller & Co. Re making profits, which Mr. Fletcher disclaims all thought of, but which in Paragraph 14 Sir Henry May foresees:

"As far as it is possible to foresee, there will remain, after payment of all charges, a substantial profit to the account of the Government. I need hardly say that the purpose of the scheme is not that the Government should take over a profitable commercial undertaking."

The right course would have been to hand the *Wallowa* back to the Rice Charterers at \$31,000, as they had about 7 months to run, but \$31,000 as a hire was "out of date" and she was chartered June, 1918, for \$110,000 a month, for 6 months and then for a further 6 months at \$50,000 a month to carry coals from Amoy to Rangoon and Singapore.

Re Mr. Fletcher and the Indemnity Act and my statement at Moller & Co.'s Meeting:—

"After agreeing to postpone the case instituted against the Government because the Shipping Controller was going on leave and because we were given to understand it would help materially in amicable settlement, we found that the postponement was merely used to enable an Indemnity Act to be framed and passed which put us out of Court."

I wish to explain that I do not for one moment suggest that Mr. Fletcher, when the postponement was agreed upon, had any idea of any Indemnity Act or had anything to do with the initiation of any such Act; I have always had the highest esteem for Mr. Fletcher's honesty and courtesy through several years of negotiations and shall always esteem his fair-mindedness.

Our case against the Government, and the case which the Singapore Government lost, brought the attention of the Home Government to the fact that they had no Colonial Indemnity Act and, as Mr. Fletcher states, the first proposal re same reached Hongkong, February 13th, 1921.

While we had to adhere to our agreement to postpone action till Mr. Fletcher returned, the Government read the Indemnity Bill for the first time. The postponement of action was entirely one-sided and does not reflect any great credit on the Government.

Considerable space in Mr. Fletcher's reply is devoted to the treatment of the tramp owner re the large Companies.

Paragraph 19:—"The question of the remuneration to be paid to owners was one of considerable difficulty. The Shipping Controller's instructions were that the remuneration was not to be appreciably higher or lower than that of competing vessels, the vessels most directly concerned being those of the Indo-China, etc."

Paragraph 14:—"As you are so doubt aware, Companies such as the Indo-China Steam Navigation Company and the China Navigation Company, whose vessels are registered in the United Kingdom, are running those vessels at fixed rates under what is known as liner requisition, the profits over and above those rates being taken by the Imperial Government."

In 1917, the Indo-China Steam Navigation Co. made a profit on working of steamers of £387,380 and paid 60% dividend (*Fairplay*, June 7th, 1923).

From these figures it seems obvious that the tramp ship-owner was not on the same basis as the Companies owning fleets and it would be interesting to know what the Imperial Government made out of the Indo-China requisition over and above the £387,380 profit made by the Company from operating their steamers in 1917.

Also, how many Indo-China steamers were requisitioned and how many were not? While the Government's instructions were that the tramp owners' remuneration was not to be appreciably higher or lower than that of competing vessels, the results as indicated above do not point to equality of treatment, and this apparent inequality of treatment leaves an avenue open for the Hongkong Government to establish a Compensation Board (as in England) and recompense shipowners who can prove that they made a loss.

In conclusion, while agreeing with the Hon. Mr. Holyoak that the Hon. Mr. Fletcher's reply is a complete vindication of himself, I cannot agree that the Shanghai public is as ignorant as the Hon. Mr. Holyoak thinks, or that his opinion is shared that the Hon. Mr. Fletcher's reply vindicates the Government, as there is in the 20 pages no reply to the fact that certain ships were not used "in aid or defence of the Crown Colony" but were let out at the highest possible rates.

The only excuse is the Home Government, and by shielding themselves behind the Home Government the Colonial Government considers its honour duly satisfied.

The satisfaction of Hongkong can easily be understood. A few shipowners—some not Hongkong residents—have subscribed over 2 millions to the efforts of the Government. The Shipowners' legal action has been defeated by an Indemnity Act. Hongkong industries were not taxed, so Hongkong is quite happy and also indignant that non-resident British subjects should feel at all annoyed or question their actions.

C. R. BURKILL.

MOLLER AND CO. AND THE SHIPPING CONTROL.

A Briton, writing to the *N.Y.C. Daily News* says:—

"I think business men in general, while fully sympathizing with Mr. Moller and his colleagues, are inclined, many of them, to conclude that Moller & Co. are merely victims of a very clever piece of manoeuvre necessitated by war contingency and legally carried out by the Government officials at Hongkong and one that may very well be called a diplomatic triumph."

No patriotic person should blame the Government officials for having seized the only opportunity opened to them to save the Government from humiliation even at the expense of Moller & Co. when so much was at stake.

However, hard and unjustifiable the Hongkong Government's action may appear to be, Moller & Co. have only themselves to blame for delaying action when requested to do so, and they should never have allowed any influence to come between them and that end in so important a matter.

Many individuals and concerns have sustained without murmur proportionately greater loss than Moller & Co. by Government actions during the war, when the whole of the British Empire was at stake. People who run up against clever people with greater foresight than themselves and suffer loss in consequence under whatever circumstances should inwardly digest and make no fuss about it.

THE WRONG WAY TO DO IT. IMPROPER STAMPING OF A BILL OF LADING.

A representative of Messrs. Reuter, Brockmann & Co., 26, Des Vaux Road, Cantonment, was prosecuted at the Magistrate's Court yesterday morning, before Mr. Melhorne, for failing to affix the proper embossed stamp to a bill of lading.

The explanation given was that ordinary postage stamps to the value of 50 cents had been affixed to the bill of lading, by a European, recently out from Europe in place of the proper authorised stamp.

Sergeant Neil, in asking for a conviction, said a number of similar mistakes had been made recently and he brought the case as a warning to others.

A fine of \$5 was imposed.

CROWDED MOTOR BUS TURNS ON ITS SIDE.

A serious motor-bus accident took place on the Kowloon City Road early yesterday morning. A bus, containing upwards of 30 passengers, went off the road and turned on its side in a paddy field.

Two of the passengers were injured, one seriously, necessitating his being sent to hospital. The bus, which belongs to the Kai Tak Motor Bus Company, was on its way from Kowloon City to Kowloon Ferry, and when near the Sung Wang Tai hill it suddenly skidded to the left and went off the road into the field. It is stated that the driver was trying to shield his face from the heavy down-pour of rain with one hand and was controlling the steering wheel with the other when the accident happened.

ARMED ROBBERY.

An armed robbery took place at No. 4, Yee Woo Street, Wanchai, early yesterday morning. Three men, two of whom were armed with revolvers, forced an entrance into the house through the window of a cook-house, and held up the inmates—all women—bound and gagged them; stayed on the premises for two hours and finally got away with loot to the value of \$83.50.

THE FLOODS.

HOUSES COLLAPSE IN WONG NEI-CHONG VILLAGE.

A good deal of damage in the way of house collapses and flooded roads was caused by the heavy rains of Tuesday night and yesterday morning.

During the 24 hours ended at 10 a.m. yesterday 7.97 inches of rain were recorded at the Observatory.

At Wong Nei Chong village, Happy Valley, a bank built up in connection with reclamation work in front of the village collapsed, and was the cause of the collapse of some Chinese houses in the village. Other houses followed and it is feared some fatalities have occurred. Altogether twenty houses collapsed, whilst the whole village was almost entirely flooded. In parts the water was five feet deep, and Inspector Kerrison, of the Sanitary Department had to swim some yards when bringing three old men safely to dry land.

The Fire Brigade soon arrived on the scene, also the motor ambulance, though they were unable to be of any great assistance. One body was recovered floating down a channel (cut to relieve the floods), and a small Chinese boy is missing. He was washing clothes in the nullah leading out of the village, and was seen to be washed away by the water.

The tramway service at Happy Valley was discontinued, and no cars were run for several hours yesterday morning while the mud and debris was cleared off the track. At one point a portion of the Cemetery wall has been washed away.

The Race Course was flooded, and in parts was two feet deep with water.

The Craigengower Bowling green was also inundated, and the water poured swiftly into Bowington Canal, forming a by no means small catarnact. The roar of the water could be heard a hundred yards away.

A serious landslide occurred on the Wanchai Gap Road, just below Kennedy Road. At one time grave anxiety was felt for the safety of a large residential building immediately above. The road itself has been partially carried down the hill side, and trees, earth, wire and broken railings are lying in a tangled mass at the foot of the hill. The big open drain running down from Wanchai Gap suffered considerable damage, the heavy masonry having been torn away by the terrific force of the water. The road alongside is undermined, though the concrete curb still remains intact.

A serious landslide at the lower end of Stubbs Road has closed the road to traffic once more. A big retaining wall has come down, and it is doubtful whether the road will be re-opened for some days.

There have been a good many minor landslides along Barker Road and Peak Road, but traffic is possible on both roads.

On the Peak there is a fall of earth in the cutting below "The Mount" (Jardine's house), and the junction of Plantation and Severn roads was obstructed by a fall of earth from above.

The Island Road between Shauiwan and Repulse Bay is closed owing to a number of heavy landslides, though the Pokfulam Road is unaffected.

A house collapse at No. 79, Second Street, and the verandahs of Nos. 9, 11, 13, and 15, Tai Nan Road, have fallen. These mishaps are not regarded as exceptionally serious.

A railway bridge crossing a stream on this side of Shatin has been washed away and it will be some time before a temporary structure can be erected. The service has been curtailed considerably in consequence.

BRIDGE PARTLY WASHED AWAY.

During the heavy downpour yesterday morning, part of Quarry Bay bridge was washed away by the floods and the Public Works Department have informed the Police that the road is closed to traffic.

THE DAMAGED AMERICAN MAIL.

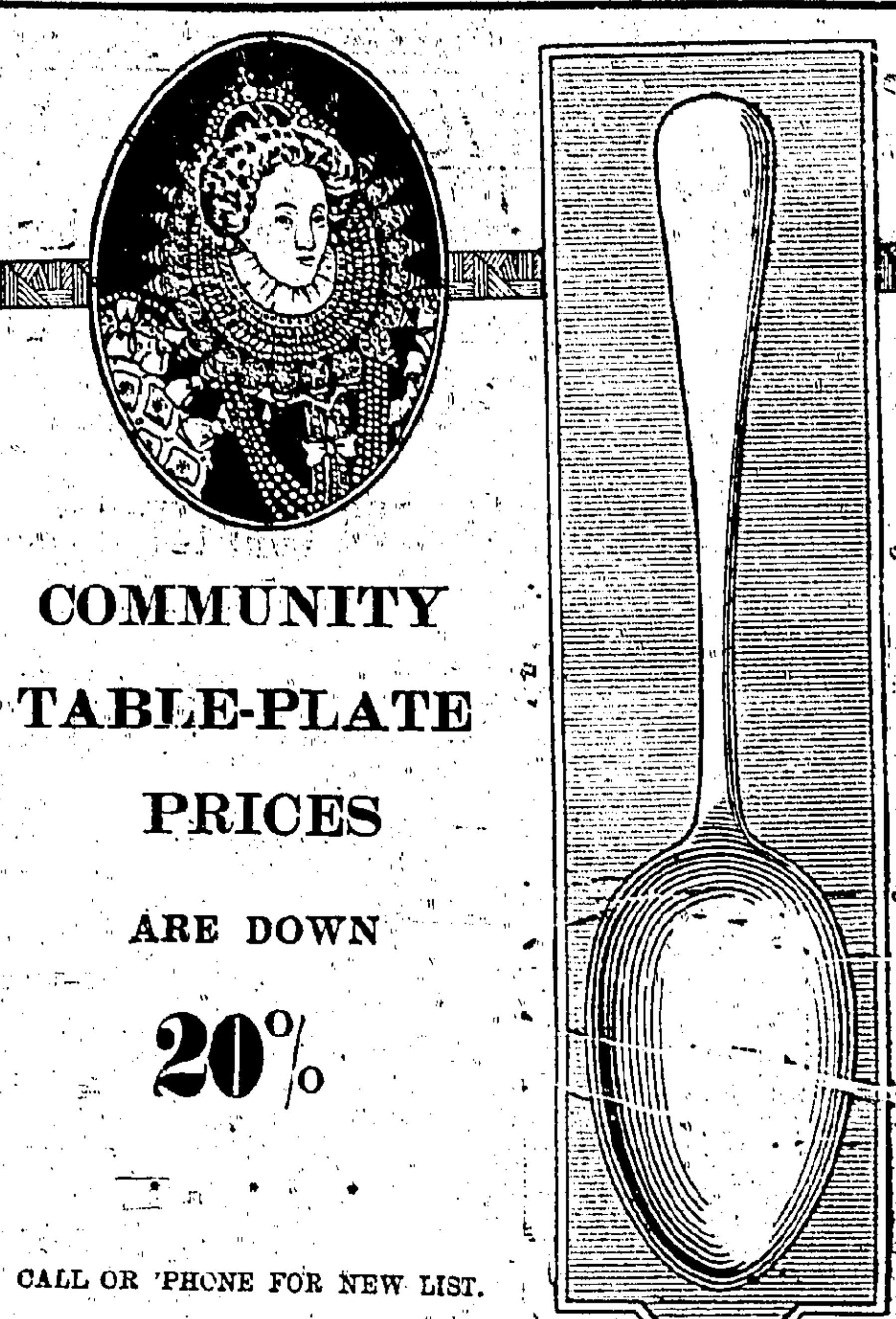
LETTER MAIL IN GOOD ORDER.

In the fire which occurred on the s.s. *President Grant*, while on the voyage from Yokohama to Kobe, a quantity of mail for Hongkong and Manila was injured. The fire began in No. 8 hold where the mails were being carried. That portion of the contents not damaged by fire was soaked with the deluge of water and steam.

The General Post Office, Hongkong, finished sorting the mail for Hongkong brought by this steamer last night.

Out of a total of 200 bags, 100 were badly damaged. The damaged bags contained printed matter, and newspapers only, the letter mail being in good order. The latter will be delivered at 10 o'clock this morning but it will be some time before the sorting of the damaged portion of the mail is completed.

Details of the damaged mail will be announced later.



COMMUNITY TABLE-PLATE PRICES ARE DOWN 20%

CALL OR PHONE FOR NEW LIST. PHONE 1741.

LANE, CRAWFORD, LTD.

COTYS' Parisian Perfume Essences.

Emeraude, Origan, Ambre-Antique, Jasmin & Lilas, etc.

LANE, CRAWFORD, LTD.

ENGLISH COLUMBIA DANCE RECORDS

3283 ROSE OF RIO GRANDE, Fox-Trot	3288 WHEN WILL I KNOW, Fox-Trot
DUMBELL	DEAREST
3284 BY THE SHALIMAR	PALE VENETIAN MOON
WITHOUT YOU	HAVE YOU FORGOT
3285 CHINA BOY	TEN ME?
MYBUDDY	SHEBA
	BUILD A STAIRWAY TO PARADISE

ANDERSON'S TEL. C. 1322.

Wm. Powell Ltd. TELEPHONE C. 346.

FRENCH SILK FOULARDS

NAVY AND WHITE
BLACK AND WHITE

BROCADED CREPE-DE-CHENE
IN A PRETTY RANGE OF COLOURS

SATIN CHARMANTE
IN THE LATEST COLOURINGS.

NEW ADVERTISEMENTS

NOTICE

This Prospectus has been duly filed with the Registrar of Companies.

The Subscription List will Open on WEDNESDAY, the 29TH DAY OF AUGUST, 1923, and Close on or before SATURDAY, the 1ST OF SEPTEMBER, 1923.

THE HONGKONG TUG & LIGHTER COMPANY, LTD.

Incorporated under the Companies Ordinances 1911-1921.

CAPITAL \$2,000,000
DIVIDED INTO 200,000 SHARES OF \$10 EACH.

Of the above Shares it is only intended to issue at the present time 100,000 shares, and of these 20,000 have already been subscribed for cash by the General Managers, Members of the Consulting Committee and their friends. On these \$1.25 per share will be paid on application and the balance when called up on the same basis as the remaining capital.

The remaining 20,000 shares (being the balance of the said 100,000 shares intended to be issued at the present time), ranking equally with those already subscribed, are now offered for Public Subscription payable as to \$1.25 per share on application. The balance due on each share, namely, \$8.75 will be called up on subsequent demand and when further capital is required.

The whole of the above issue of 100,000 shares (including the 20,000 shares now offered for Public Subscription as above) has been underwritten by the General Managers, the Members of the Consulting Committee and their friends for a commission at the rate of 2 1/2 per cent. on the nominal value of the shares so underwritten upon the terms of an Underwriting Letter bearing date the 24th day of August, 1923, addressed to the Company and Messrs. SHEWAN, TOMES & CO., its General Managers, by the Underwriters above mentioned, a copy of which can be inspected at the offices of the Solicitors to the Company, Messrs. DRACON, HARTON & SHENTON, No. 1, Des Vaux Road Central, Hongkong, at any time during business hours.

The Unissued Capital of the Company consisting of 100,000 shares of the nominal value of \$10 each will be issued at such time or times and upon such terms and conditions as the General Managers shall determine.

MEMBERS OF THE CONSULTING COMMITTEE:

WM. ADAMSON, Esq., St. George's Building, Chater Road, Hongkong, a member of the firm of SHEWAN, TOMES & CO., Merchants.

M. NEMAZEE, Esq., Prince's Building, 1, Des Vaux Road Central, Hongkong, Merchant.

LI TSE FONG, Esq., BANK OF EAST ASIA, Des Vaux Road Central, Hongkong, Banker.

W. J. CABEOL, Esq., 11, Queen's Road Central, Hongkong, Broker.

C. B. BROOKE, Esq., Alexandra Building, Des Vaux Road Central, Hongkong, Produce Broker and Commission Agent.

GENERAL MANAGERS.

Messrs. SHEWAN, TOMES & CO., St. George's Building, Chater Road, Hongkong.

BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

AUDITORS.

Messrs. PERCY SMITH, SEETH & FLEMING, No. 5, Queen's Road Central, Hongkong.

SOLICITORS.

Messrs. DRACON, HARTON & SHENTON, No. 1, Des Vaux Road Central, Hongkong.

REGISTERED OFFICE OF THE COMPANY:

St. GEORGE'S BUILDING, CHATER ROAD, HONGKONG.

SECRETARY OF THE COMPANY (Pro. Tem.)

ANDREW LUK SHIELDS.

PROSPECTUS.

(a) This Company has been formed to acquire and operate a Fleet of Tugs and Lighters with a view to handling cargo in and around Hongkong and River Ports. Substantial Shipping Agents, Shippers and Dealers in Commodities such as Flour, Sugar, Rice, etc., consider that such a Company, properly organised and managed, will be of great benefit to them and to the general trade of the Colony, and have expressed their willingness to support this Company, and part of the present issue of shares has been taken up by persons who it is anticipated will be able to give the Company substantial support. Similar Companies in other Far Eastern Ports have been very successful.

(b) The Minimum Subscription on which the General Managers may proceed to allotment is Seven Shares subscribed for on a cash footing and on which \$1.25 per share has been paid up on application.

(c) The shares now offered for Subscription have as above indicated been underwritten by the Directors and their friends for a commission at the rate of 2 1/2 per cent. on the nominal value of such shares upon the terms of the Underwriting Letter above mentioned, which can be inspected at the place and time above mentioned.

(d) No other commission or promotion money will be paid by the Company.

(e) The Company is to pay all preliminary expenses of and incident to the formation and floating of the Company (including the aforesaid Underwriting Commission) down to the time when the Company becomes entitled to commence business and the estimated amount thereof is \$30,000.

(f) The Articles of Association provide that the qualification of a Member of the Consulting Committee is to be the holding of at least 500 shares in the Company, and that remuneration of the Members of the Consulting Committee shall be the sum of \$5,000 per annum to be divided among them according to the number of attendances by them at the Meetings of such Committee.

(g) The General Managers and the Members of the Consulting Committee are interested in the promotion of the Company to the extent only that they or some of them are Directors of other Companies with whom the Company may do business.

(h) Copies of the Memorandum and Articles of Association of the Company can be inspected at the aforementioned offices of the Solicitors to the Company at any time during business hours.

(i) A copy of the Company's Memorandum of Association is annexed to this Prospectus and forms part of it.

(j) Application for shares should be made upon the form attached to this Prospectus which should be detached therefrom and sent to the Company's Bankers (The Hongkong and Shanghai Banking Corporation) together with a remittance of \$1.25 per share the amount of the deposit.

Where no allotment is made the deposit will be returned in full and where the number of shares allotted is less than the number applied for, a proportionate amount of the deposit will be returned.

(k) Prospectuses can be inspected at and Forms of Application obtained from the Company's Bankers (The Hongkong and Shanghai Banking Corporation) and at and from the offices of the Company in St. George's Building (First Floor), Chater Road, Hongkong.

Dated the 24th August, 1923.

[1214]

NEW ADVERTISEMENTS

NOTICE.

THE RECEPTION, which is usually held by the Consul-General for the Netherlands on 31st August, Birthday of Her Majesty Queen Wilhelmina, will not take place this year. Mr. L. P. J. DE DECKER, Consul, Acting Consul-General, however, will be pleased to receive Visitors on September 6th, date of the 25th anniversary of the Accession to the Throne of Her Majesty Queen Wilhelmina of the NETHERLANDS, at the HOLLAND CLUB, Praya, between 11 and 12.30 in the Morning. [1923]

NOTICE.

KOWLOON-CANTON RAILWAY, BRITISH SECTION.

OWING TO FLOODS, THE TRAIN SERVICE will be CURTAILED until Further Notice. The Last Train for SHUM CHUN will leave Kowloon at 5.37 p.m. Daily. R. BAKER, Manager. Kowloon, 29th August, 1923. [1923]

GREEN ISLAND CEMENT CO. LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share has been declared for the Half-year ending 30th June, 1923. Such Interim Dividend will be payable on and after TUESDAY, the 18th SEPTEMBER, at the offices of the Company, where Shareholders are requested to apply for Warrants. The REGISTER OF SHARES of the Company will be CLOSED from the 7th September, 1923, until the 18th September, 1923 (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors, SEK WAN, TOMES & CO., General Managers. Hongkong, 29th August, 1923. [1923]

ORIENTAL OVERSEAS COMPANY.

TO ALL WHOM IT MAY CONCERN.—Take Notice that Mr. H. W. AHVEE ceased to have any connection with our Firm on the 23rd DAY OF AUGUST, 1923. PANG CHUN KEUNG, General Manager, ORIENTAL OVERSEAS COMPANY. [1923]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer "MENTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 29th August. Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 4th September, will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 18th Sept., or they will not be recognised. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 29th August, 1923. [1924]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES of cargo shortshipped per "DARDANUS" and "PATROCLUS" are hereby notified that the Cargo has been brought by "MENTOR" and will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 29th August. All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 4th September, will be subject to rent. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, (John Swire & Sons, Ltd.) Agents. Hongkong, 29th August, 1923. [1924]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship "MINERIC" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Sept., 1923, will be subject to rent. All Claims against the steamer must be presented to the Undersigned on or before 18th September, 1923, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 5th September, 1923, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LTD., General Agents. Hongkong, 29th August, 1923. [1930]

INTIMATION

JOHN DEWAR & SONS, LTD. PERTH, SCOTLAND.

By Royal Appointment to His Majesty The King.

"WHITE LABEL"

FINEST SCOTCH WHISKY OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

THE VICTORIA VAT

The very finest old SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

SOLE AGENTS—

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

PHONE 616.

BIRTHS.

BARKER.—At Victoria, B.C., on August 29th, to Mr. and Mrs. SYDNEY BARKER, a son. (By cable.) [1923]
SCHLOBOHM.—At Shanghai, on August 10th, to Mr. and Mrs. F. W. SCHLOBOHM, a daughter.
STERPIN.—At Shanghai, on August 22nd, to Mr. and Mrs. EDMOND STERPIN, a son.

Hongkong Office: 1A, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 30TH, 1923

THE SHIPPING CONTROL CONTROVERSY.

If it were clearly established that the winding up of the shipping firm of MOLLER & Co. (Shanghai) was entirely due to the results of requisitioning their ships for a period of about twelve months under the Hongkong Control Scheme instituted during the war, the general public of the Colony could not but deeply sympathise with the shareholders, seeing that a profit of over two million dollars has accrued to the Hongkong Treasury as a result of the working of the scheme, and strongly support their claims to at least some portion of those profits. But in the Report on the Shipping Control, published by the Hongkong Government a month ago, it was stated that "the Government is unable to find any evidence in support of the allegation that the winding up of Messrs. Moller and Co. (Shanghai) is in any way due to the Hongkong Control Scheme," and some figures are quoted and statements made in the Report which rather go to refute the allegation. Mr. MOLLER has made some reply to this part of the report, but the testimony on this and various other matters of controversy are so conflicting that one must regret that the Indemnity Ordinance operated—if it was not expressly designed—to prevent an investigation of the shipowners' claims in a Court of law. It is difficult to reconcile the argument that the winding up of MOLLER & Co. was not in any way due to the Hongkong Control Scheme with the fact that the Government at one time was willing to settle

the dispute amicably by a "fifty-fifty" division of the profits between the shipowners and the Government—unless it is to be reconciled upon the assumption that the Government considered the shipowners to have some moral or legal claim. It was disclosed in the Report on the Shipping Control that it was the Unofficial Members of the Legislative Council who vetoed the suggestion "on the ground that all British ships having been treated alike it would be unfair to discriminate in favour of the ships that have been controlled in Hongkong." Mr. MOLLER in his reply writes: "Upon glancing through *Fourpenny* of June 7th, 1923, I find that the net income of the Indo-China Steam Navigation Co., Ltd., during the year 1918 was £387,550.00, giving a rate of 60 1/2 per cent. interest on their fleet of steamers, and a comparison of the net profits which would have accrued to the Government on this gigantic fleet in comparison with my fleet of old craft would be very interesting reading." We see that in an interview which a representative of the *China Mail* had with the Colonial Secretary yesterday Mr. FLETCHER is reported to have said: "P. and O. and other vessels on the Home and Indian runs, and elsewhere made enormous profits which went to the Home Government. The very large profits made by the Indo-China and China Navigation Companies also went to the Home Government." If that is the case it strengthens the claim made by the Unofficial Members of the Legislative Council to the profits accruing from the local scheme—if it can also be shown that the operation of control did not involve the larger companies in actual losses by the operation of their ships for Government account. We do not think any unprejudiced reader of all that has been published on the subject can regard the attacks made by Mr. MOLLER and Mr. BERRILL on the Hongkong Government as warranted by the facts. It is perfectly clear that the Hongkong Government was merely an agent of the Imperial Government, and it is clear also that whenever it manifested sympathy with any claim advanced by the shipowners whether as regard rates of remuneration or division of profits, it had to accept the ruling of the Imperial Government on all points. We are even told in the Report that when the suggestion of an equal division of the profits was referred to at a discussion at the Colonial Office in November 1922, when Mr. BERRILL and a solicitor representing the shipowners were present, "Sir G. GRINDLE said that any offer on the lines referred to above, even if it had been decided upon by the Colonial Government, would undoubtedly have failed to secure the Secretary of State's sanction." The shipowners may be justified in attacking the Unofficial Members of the Legislative Council for turning down the Colonial Government's suggestion of a division of the profits, but when it is within their knowledge that the Hongkong Government itself was sympathetic towards them, and that the Government's proposal would "undoubtedly have failed to secure the Secretary of State's sanction," it is difficult to understand why they should charge the Hongkong Government with being "pitiless and relentless." From beginning to end it is clear that the responsibility lay with the Imperial Government, who should consequently be the target of their invective rather than the Hongkong Government.

THE LOCAL SHORTHAND TYPIST.

It is good to note an instance of seed sown by an Unofficial Member in the course of a Legislative Council debate bringing forth fruit in due season. Last Budget Day Mr. E. V. D. PARN entered a plea for instruction in shorthand and, as announced in our columns yesterday, the Education Department will open an "intensive course" in this subject at the Technical Institute on Monday. Longer notice of the classes might have been given with advantage, and we hasten to do what we can to bring the subject to the notice of those whom it ought to concern. It is frequently complained that the usual run of shorthand typists in Hongkong business offices do not achieve a high degree of skill in the performance of their duties. They appear to the dictator of business letters to have acquired only a superficial knowledge of stenography, practical experience showing that they are unable to take notes with either speed or accuracy. The Technical Institute's plan affords a much-needed opportunity of securing greater efficiency in this department of business routine. It is to be hoped that employees who need a refresher course in shorthand will enrol for the

classes in large numbers. We may add that employers will have only themselves to blame if this opportunity for improvement is neglected. By applying judicious pressure, members of clerical staffs can be easily influenced in the right direction, assuming that an unduly high estimate of personal abilities is made by some who would benefit from further instruction. Employers have only to intimate to the less expert writers of shorthand amongst their assistants either that continuance in their positions or the prospect of advancement depends upon a "pass" at the end of the refresher course, and the Education Department's project will receive a powerful stimulus. A business man having voiced the need for these classes, and the Government having undertaken to provide them, business men will be strangely neglectful of their own interests if they do not lend the project their hearty co-operation.

An interim dividend of Fifty cents per share is announced by the Green Island Cement Co., Ltd., payable on September 18th.

We understand that Sir Robert H. Tuing has purchased "The Falls," Aberdeen Road, the Peak, formerly belonging to Mr. C. D. Wilkinson.

Dr. Sun Yat Sen is reported by a Chinese paper in Shanghai to have ordered from a foreign firm in Hongkong 2,000 rifles and 300,000 rounds of ammunition.

Mr. E. W. Mead, H.M. Vice-Consul and senior Assessor at the Mixed Court at Shanghai is leaving for Peking at the end of this month to take up a position in the Salt Gabelle.

The 20,000 shares offered for public subscription, yesterday, by the New Hongkong Tug and Lighter Company, were in great demand, application being made, it is stated, to twice that number.

The Committee in charge of the recent motor-car and cycle trials, the programme of which was not completed on Saturday, has decided that the remainder of the events be held later in the year.

The death occurred at the German Hospital, Peking, last week of Mr. Max Krippendorff, Chancellor of the German Legation. He was taken to the hospital for an operation, but it came too late to save his life.

A Hongkong telegram to a Shanghai Chinese paper last week states that the Hongkong Observatory had issued warning that a typhoon, more terrific than that of the previous week-end may be expected at any time.

The Customs officials at Shanghai, last week, searching the *Andre Lebon*, discovered a very large quantity of Mauser and Colt revolver ammunition concealed in an air channel leading to the pantry in which the first discovery was made.

The Board of Directors of the Y.M.C.A. in Hongkong has appointed Mr. Tsui Mo Fat as Acting General Secretary to succeed the late Mr. Hoh Shiu Lian. In education, training and experience Mr. Tsui is regarded as well qualified to assume this responsible place of leadership.

We regret to announce that cable advice have been received from Sydney reporting the death of Mrs. Fairley (and child at birth), the wife of Mr. V. L. A. Fairley of the British-American Tobacco Co. (China), Ltd. The deceased lady lived in Mukden for some two years before going to Australia with Mr. Fairley, on leave, last March.

In connection with the forthcoming interport bowls games at Hongkong and Hankow we learn from a Shanghai contemporary that the two handsome silver cups presented by Mr. J. Prentice for competition between the ports are ready and will be taken to both Hankow and Hongkong through Shanghai players will hope to take them back again.

John Gabriel Senegue, one of the men discharged recently by Mr. J. R. Woolf, on a charge of having stolen away on a vessel from Mauritius, appeared again at the Magistracy, yesterday, before Mr. Melbourne on a charge of being a vagrant and without visible means of subsistence. It appears that the man (who is described as a marine engineer) was "on his last legs" and gave himself up to the police. His Worship ordered Senegue to be committed to the House of Detention.

A contact was recently signed between Chang Tso-in and certain Italian arm dealers for the purchase of 80 armed motor cars, of which 50 have already arrived and the rest will arrive next month. These cars are very strongly built with a steel plate at the head, the chauffeur sitting behind it and looking out through a thick glass. Twenty soldiers can be seated in each car which carries a large gun. These cars will certainly make Chang's army invincible.

It was the intention of the Netherlands community in Hongkong to exhibit the big film "Holland," with English text, on September 6th—that date being the 25th anniversary of the Accession to the Throne of Her Majesty Queen Wilhelmina, of the Netherlands—and a large number of guests were to have been invited. But the Committee in charge, to its great regret, has been informed that this film cannot reach Hongkong in time. It is hoped to exhibit it at a later date.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

ELECTIONS IN IRELAND.
OVERWHELMING PRO-TREATY
VICTORY.

LONDON, August 28th.
Early returns of the Free State elections indicate an overwhelming pro-treaty victory, but it is generally agreed that the total poll was disappointing, probably, the average throughout the country was below seventy per cent.

The Republicans polled their full strength but the Labourites were most pathetic.

The count, which began this morning, has so far revealed much cross voting. Apparently, a large proportion of the voters did not find the proportional representation system as simple as was imagined. The most satisfactory feature of the elections was the absence of serious disturbances, for altogether, the elections were most orderly, which is regarded as a matter for congratulation in the circumstances.

The returns from the constituencies of three ministers, Messrs. Fitzgerald, Hogan and Finlay Lynch are still outstanding. The re-election of the first two is assured, but the last-named is doubtful.

The Republican, Mr. Richard Burton who was a signatory to the Treaty, was defeated.

EARLIER CABLES.

LONDON, August 28th.

The first preferences of the Irish elections show the election of Minister Cosgrave, Kevin O'Higgins, Mulcahy, McNeill and the irregular chief of staff, Aiken.

STATE OF THE PARTIES.

LONDON, August 28th.

The state of the parties in Ireland at midnight was as follows:—

Government	9
Republican	2
Commercial	2
Labour	2
Farmer	1

LATER.

The Free State Ministers, Messrs. Walshe, Blythe, Duggan and McGrath have been returned; thus eight out of 11 have been re-elected.

The Republicans returned include Countess Markievicz and the acting president, Mr. Roudledge.

This latest position of the parties is as follows:—

Government	16
Republican	4
Independent	3
Farmer	2
Labour	1

AVIATION ENDURANCE
TEST.

SAN DIEGO, August 28th.

Captain Everett Smith and Lieut. John Richter, who are circling a course over San Diego in an aeroplane which takes on fuel and food in mid-air, are attempting new speed and sustained flying records.

The aviators hope to remain aloft for 50 hours, or at least 45.

During the first 24 hours, they refueled and repositioned several times. They broke the records for 2,500 and 3,000 kilometres in 1,652 minutes and 44 1/2 sec., and 1,571 minutes, respectively.

The machine maintained an average speed of 91 1/2 miles an hour.

LATER.

Hot breakfast was lowered in a basket from another aeroplane at seven o'clock this morning, after which the aviators were about to make a forced landing owing to a shortage of petrol, but a supply was forthcoming and successfully taken in.

LATEST CABLES.

MACREADY-KELLY RECORD BEATEN.

SAN DIEGO, August 28th.

The airmen landed after flying 37 hours 45 minutes, beating the record established by Lieutenants Macready and Kelly of 26 hours 5 minutes.

The machine made fifteen contacts for refuelling.

CHINESE FOOTBALL TEAM
IN AUSTRALIA.

NEWCASTLE, N.S.W., August 28th.

The football team China v. Newcastle resulted in a win for the local team by seven goals to one.

EARLIER CABLES.

HOME CRICKET.

LONDON, August 28th.

Worcestershire beat Glamorganshire at Worcester by seven wickets. The Worcestershire batsman Crawley knocked out 112. Glamorgans were dismissed in their first innings for 115. Pearson taking six for 42. In their second, they scored 161, Davies taking 100 not out and Gilbert taking five for 80.

Sussex beat Leicestershire at Brighton by 297 runs. For Sussex, Bowley scored 112 not out.

Surrey beat Middlesex at Lords by six wickets. Fender took seven for 72 and Abel 5 for 23.

Notts beat Essex at Deyton on the first innings. For Notts, J. Gunn scored 116 not out.

Warwickshire beat Kent at Dover by 25 runs. The winners in their first innings knocked out 225, Stephens scoring 37 and Sautal 79. Freeman took seven for 24. In their second venture, Warwickshire scored 174, Freeman taking seven for 77. Kent scored 147 in their first innings. Partridge taking five for 30, whilst in their second they compiled 235, Seymour taking 85.

GERMAN REPARATIONS.
BELGIAN NOTE.

LONDON, August 28th.

As regards the Belgian suggestion of informal Inter-Allied "conversations," Reuter's Agency understands from an unofficial but well-informed source that the British Government is willing to participate in such "conversations." If there is a reasonable prospect of their success, but if the French and Belgian points of view are not susceptible of modification, such "conversations" would be worse than useless.

It is understood that the British view still is that Great Britain's case has everything to gain by publicity. Great Britain could only agree to a resumption of secret diplomatic "conversations" in the event of the Allies clearly expressing a desire for agreement and a readiness to modify their attitude in accordance with the exigencies of the situation.

MURDER OF ITALIAN
COMMISSIONERS.

GREEK GOVERNMENT'S EXPRESSION OF REGRET.

ATHENS, August 28th.

It is semi-officially stated that the Government have expressed their regret to the Italian Minister in connection with the death of General Tellini and two other members of the Italian Commission delimiting the Albanian frontier, who were ambushed and murdered near Janina. The Government promises to rigorously pursue and punish the perpetrators.

COST OF COTTON
PRODUCTION.

LONDON, August 29th.

The excessive cost of production was the reason ascribed for Lancashire's loss of export trade by Mr. Lee, who presided at the meeting of the Textile Broadhurst Company.

Mr. Lee declared that the cost of spinning and manufacturing had doubled since the war, and that of bleaching, dyeing and printing had nearly trebled. Mr. Lee stated that the United States, Japan and Switzerland, which did 12 per cent. of the British export trade before the war, did 23 per cent. last year.

RISING IN BOKHARA.

WAWSAW, August 28th.

The Soviet Legation, in a statement, admits the recent rising at Ferghana in Bokhara, which it declares lacked any political importance.

GERMAN ENVOY TO RUSSIA.

HELSINKI, August 28th.

A message from Moscow states that political circles expect that Dr. Wirth will shortly be appointed German Envoy to Russia.

ANTI-COMMUNIST RISING IN
RUSSIA.

RIGA, August 28th.

It is stated that anti-Communist risings in the Central Asian provinces continue. A telegram from Moscow reports a revolt in the Basmachi, Khoji district.

SALE OF U.S. WOODEN
VESSELS.ALLEGED TO BE UNSEAWORTHY
AND UNINSURABLE.

CALCUTTA, August 18th.

The Kamani Steamship Company have memorialized the American Secretary of State, Mr. Hughes, requesting the payment of \$160,000 as losses sustained in connection with the purchase of the American Government's wooden vessels in 1919, contending that they were induced to purchase by the American Consul-General at Calcutta, but that the vessels subsequently proved to be unseaworthy and uninsurable.

AFGHAN MURDERERS
ESCAPE.

SIMLA, August 28th.

The Afghan Government have informed the British Minister at Kabul that the two Afghans who were arrested in connection with the murder of Major Orr and Major Anderson near Landikotal several months ago have escaped from Kabul.

The Afghan Government have expressed their great regret at the deplorable occurrence, and have given an assurance that all possible efforts are being made to recapture the fugitives.

AEROPLANE CRASH IN
KENT.

VICTIM IDENTIFIED.

LONDON, August 28th.

The passenger who has killed in the aeroplane crash at East Malling has been identified as Mr. Leslie Gunter, an Oxford undergraduate.

CORRECTION.

DEATH OF GAEKWAR OF BARODA
MISTAKENLY REPORTED.

AUSTREDAW, August 28th.

It is ascertained that the Indian who died on board the train yesterday was not the Gaeckwar of Baroda, but his son, Jai Singh.

ATLANTIC CABLE.

LONDON, August 28th.

The American end of the new Anglo-American cable was laid at Long Island on Saturday.

The English end will be laid during the present week at Weston-super-Mare, and will be in operation on September 15th.

FAR EASTERN CABLE
NEWS.

(THROUGH REUTER'S AGENCY.)

BRITISH MISSIONARIES
MURDERED.

SHANGHAI, August 28th.

The *North China Daily News* learns that the Rev. R. A. Whiteside and the Rev. F. J. Watt, belonging to the Church Missionary Society, were murdered on August 14th by bandits near Mienchow, Szechuen.

THE NEW JAPANESE PREMIER.

COALITION FORECASTED.

TOKYO, August 29th.

Count Yamamoto is to form a Cabinet.

TOKYO, August 28th.

Count Yamamoto, in forming his Cabinet this morning, was busily conferring with the leaders of all Parties in the Upper and Lower Houses, with the idea, so it is freely rumoured, of forming a coalition ministry which shall carry on until the country gives a clear mandate to one Party or the other at the general elections.

"TIMES" COMMENT ON CHOICE OF
NEW PREMIER.

LONDON, August 28th.

The *Times*, in a leader on Japanese politics, says the choice of Count Yamamoto to succeed the late Admiral Baron Kato shows how little the real rulers of Japan concern themselves with Parliamentary Parties or the oburgations of the Press.

Count Yamamoto's appointment may perhaps indicate that the influence of the Choshu, or the army clan, is no longer in the ascendant, since Count Yamamoto belongs to the Satsuma or navy clan, but it certainly goes to prove that the real seat of power has not moved. Successive Governments have taken small heed of the clamour of newspapers and politicians for drastic reforms, and the inference is that they do not believe national opinion is behind it. They seem to be satisfied, despite symptoms such as the rice riots of 1918, that it remains with themselves, with the bred in traditions of the elder statesmen, and above all with the Throne.

The policy of this school has been eminently cautious and firm. They may have great ambitions, but they know how to keep these in the background, and, despite occasional disquieting manifestations, the general attitude of Japan remains sober, moderate and Pacific. Can the position of this school of statesmen continue indefinitely unchanged? The decision rests in the hands of the whole Japanese people—a power to the West unknown and inarticulate.

The Tientsin-Pukow Railway's express train from the north was detained for some hours on the 18th instant, states a Chinese passenger who has just arrived in Shanghai. Upon receipt of information that bandits were at Kuang-ming preparing for an attack, the train was ordered to stop while agents were sent to find whether there was any truth in the report. When reassuring news came to hand some hours later that there were no bandits in the vicinity the train continued its journey.

GLIDER FLIGHT RECORD.

PARIS, August 28th.

Lieut. Thoret won the prize at Vauville for the longest straight flight on a glider by covering five miles in adverse weather. He was forced to alight on the sea where he stripped and swam ashore, climbing up a cliff to the aerodrome.

Maneyrol, in a low-powered Aviette, won the prize for speed flying, covering 19 miles at an average speed of 69 3/4 miles an hour.

FRANCS IMPROVE.

LONDON, August 28th.

The publication of the Belgian Note was accompanied by an improvement in Franc exchange.

French Francs were quoted at 79.30 and Belgian Francs at 95.80.

ZAGHUL PASHA WILL
RETURN TO EGYPT.

CAIRO, August 28th.

Zaghul Pasha announces that he will return to Egypt on September 12th.

ALLEGED ATTEMPT TO
MURDER A MONEY LENDER.
EX-HONGKONG HOTEL MOTOR-
DRIVER CHARGED.

The case was continued at the Magistrate's yesterday afternoon, before Mr. J. R. Wood, in which a Chinese motor-driver, formerly employed by the Hong-kong Hotel, named Li Sin Ching, is charged with another man, not in custody, with wounding and causing grievous bodily harm to Pala Singh with intent to murder on July 20th at Shauiwan Road. An alternative charge of assaulting the complainant with a dagger was also preferred.

Mr. T. M. Hazlerigg (Assistant Crown Solicitor) presented.

According to the evidence of the complainant, who is a registered money-lender and a watchman employed by Messrs. Watson and Co., he obtained judgment for \$127 (principal and interest) against the defendant, who was ordered to pay monthly instalments of \$7. The defendant paid three instalments for the months of September, October and November, and nothing else.

Sometime in July, continued complainant, he met the defendant outside the Wanchai garage and asked him why he had not paid the instalments into Court, threatening to see the Judge and enforce payment. The defendant said he would make the payments next month and at the same time settle an I.O.U. for \$30.

He agreed to go to the complainant's house the next morning and there arrange matters. Defendant did not keep the appointment, and on his way to town saw him and two others on top of a tram.

Witness hailed the defendant, who left the car with the two other men and walked along the Shauiwan Road with him and then along the road towards Tai Hang village. The question of payment of the instalments was discussed with the defendant, whilst the other two men walked behind. Complainant and defendant stopped on the road and the two other men came up and stood on the complainant's right, next to the defendant who was beside him. Complainant asked the two newcomers where they were going and they said they were going to the Sugar Refinery. Two other Chinese then came along the road from the direction of Tai Hang village and turning his head to watch them go by, complainant felt a blow with a dagger on his right side. He fell down and after lying on the ground for three or four minutes he struggled to his feet, pulled the dagger out of the wound, and struggled towards the tram terminus at Causeway Bay.

At the knitting factory he collapsed and was carried into the French Hospital.

Witness then gave further evidence as to the loans and as to the identification of the motor-driver, whom he did not know by name but by his motor-car number.

The case was adjourned to this afternoon, when Dr. Strahan and Mr. Pittendrigh will be called to give evidence.

PORTUGUESE CHINESE AND
OPIUM AT SHANGHAI.POLICE PREVENTED FROM
RAIDING.CURIOUS INSTRUCTIONS OF
PORTUGUESE CONSUL.The *N. C. Daily News* says:—

One would suppose the work of the Municipal Police in dealing with illicit traffic in arms and opium to have reached a promising stage when contraband goods have been located in the Settlement, but a case has just occurred showing it is one thing to get on the track of offenders and quite another to get them dealt with according to law.

As the result of investigations which had been going forward for some time, a party of police under Assistant Commissioner Springfield paid a visit to Yuen-fong Road on Tuesday afternoon, being interested in the premises numbered 115 to 118 occupied by a Chinese named Kwan Chang. The purpose of the visit was to search for arms and opium, under authority of a warrant issued by the International Mixed Court, and the search thus authorized was duly proceeded with until an interesting discovery was made. A member of the party noticed hung up on a wall a nicely framed certificate announcing to all whom it might concern that upon January 1st this year Mr. Kwan Chang was registered at the Portuguese Consulate as a "Portuguese" subject. Doubtless it was Mr. Chang's pride in this assumption of another nationality, and not the possibility of its usefulness in case the police appeared, which prompted him to have this framed document placed in a prominent position.

The result of its exhibition was that the police had no alternative but to withdraw, abandoning for the time being the object of their search in spite of the fact that opium had been seen there. An effort was then made to get in touch with the Portuguese authorities. It was learned that the Consul-General had gone to Macao, the Vice-Consul could not be found, and the acting Consul (Mr. Botelho), whilst very courteously offering to assist the police, was quite unable to do so. Upon learning the circumstances, (Continued at foot of next column.)

THE LATE MR. E. A. H. SLY.
HIS CAREER IN H.M.'S CONSULAR
SERVICE.

Edward Arthur Henry Sly, who was well known here and held in the most affectionate esteem by his friends, was born in 1884, and passing the usual competitive examination became a student interpreter in 1905, thus following in the footsteps of his elder brother, Mr. H. E. Sly, C.M.G., who now holds the rank of Consul-General. After the usual period spent in Peking he entered the routine of the Consular service, and in 1911 and 1912 was Vice-Consul at Canton. In May, 1911, he was promoted second class assistant. In 1913 he went to Pakhoi as Vice-Consul and Assistant-in-Charge, and remained there until 1914. In this year he was Acting Consul at Kiangchow and later Acting Vice-Consul at Ningbo. In April, 1915, he went to Weihaiwei for special service, and remained there until 1918. After this he was again transferred to South China, and during the absence of Mr. (now Sir James) Jamieson from Canton was Acting Consul-General, a position which he filled with much distinction. On the return of the Consul-General he became Vice-Consul, and was of very great service during the troublous times in that part of the country, especially in connection with events on the West River.

HIS WORK AT CHINKIANG.

About a year ago Mr. Sly was transferred to Chinkiang, and without question the work he did for the port during his all too short term of office will be remembered with gratitude by foreign residents there. A considerable amount of pessimism has been prevalent in recent years over Chinkiang's future; the impression having become pronounced that it is a dying Concession. This view Mr. Sly refused to accept, but rather decided to throw himself heart and soul into the work of bringing about improvements.

Under his energetic leadership the British Municipal Council took into its consideration the question of making the Concession a more desirable place of residence, and to carry out the schemes in hand a loan of \$30,000 at 7 per cent. was successfully floated, no light undertaking for so small a community. This was to be utilized in repairs to the Bund, and extensions of the light and water plants were also placed in the forefront of the Municipal programme. Old and dilapidated premises were likewise to be pulled down, and in short, as our own correspondent recently noted, there was every evidence of a strong spirit of Municipal activity. There is every reason to believe that Mr. Sly led and fostered the movement, and accordingly his death is a very great loss to the community.

Not only, however, is it a loss Chinkiang, but to the whole British Consular service in China. Since his student interpreter days in 1905 he had shown himself possessed of rare ability, and his work had invariably been of an outstanding character. This, combined with his personal popularity, will cause him to be mourned in the foreign communities in China with which he had been associated. (N. C. Daily News.)

A shocking tragedy, the reasons for which have not yet been discovered by the police, took place in an alleyway, off Avenue Road, Shanghai, last week. A Chinese constable in the employ of the Shanghai Municipal Police Force, was shot through the body and died later in the Paulun Hospital. As the result of the inquest a warrant has been issued for the arrest of a Chinese P.C., also in the Municipal Police, who is alleged to have fired the fatal shot.

Mr. Botelho was quite prepared to issue a warrant, but was prevented from doing so by a somewhat curious instruction given him by the Consul prior to his departure for Macao. The instruction was this: that in the event of the Municipal Police applying for any warrant, Mr. Botelho was first to obtain from them a bond of indemnity under the terms of which the police would agree to indemnify this Portuguese firm for any damages they might do to the premises or the business in the event of no opium being found. This intelligent anticipation of police action had the natural effect, since obviously the police could not give any such undertaking on behalf of the Municipal Council. Accordingly the matter has been allowed to drop—for the time being.

A watch was kept on the premises after the police had retired, and it was noted that eight boxes said to contain opium, heroin and other narcotics were brought out and carted off in rickshaws.

WOMAN LOCKED UP IN CAGE.

Incidentally, an extraordinary discovery was made by the police during the raid. They found a woman, apparently Chinese, locked up in a cage in a room at the back of No. 117. The cage was only 6 feet by 4 feet, and it was said that the poor creature had been imprisoned in it for eight or 10 years. Upon this being reported to Mr. Botelho, he at once ordered her removal to St. Luke's Hospital. It is understood that the woman was the first of four wives of the proprietor of the house, and that she had been shut up in this way because of having lost her reason.

COMPANY MEETING.
SHANGHAI COTTON MANUFACTURING
CO.

CAPITAL INCREASED BY Tls. 2,000,000.

At the third annual meeting of the Shanghai Cotton Manufacturing Co., Ltd., Mr. M. Nodaim, the Chairman, said, in the course of his address:—

"The result of the year's working, to our regret, has been very disappointing; the deplorable state of affairs in this country, in addition to the economic depression throughout the world, is directly responsible. As stated in the report, hardly any spinners, under present circumstances, could derive any reward from their enterprise. While we have had to be content with such poor showing, it is earnestly hoped that conflict and disturbances such as we are recently accustomed to, should cease at an early date, and once again be able to enjoy everlasting peace and prosperity."

"Opening prospect of the next financial year is not at all promising and unless speedy relief is forthcoming, I am afraid, there might see many crashes among this enterprise."

"In order to get through these trying conditions and to avoid inevitable loss to the Company, your Directors have been and are doing everything utmost possible in their power. Expenses have been cut down as much as could possibly be, and outlet of your stocks have been sought and shipped out, not only in this country but all over Asia."

"In spite of this adverse state, your mill properties with regard to their upkeep have received most careful attention, and having been spent Tls. 178,638.13 (charged to working account) for renewal and repair, conditions at mills are very satisfactory, and you can rest assured that when once again a boom arrives, most desirable result would be anticipated."

It was resolved that the Company's capital (Tls. 4,000,000) be increased by two million Shanghai taels. The resolution was proposed by the Chairman and seconded by Mr. W. J. N. Dyer. A poll was taken on this resolution. Shareholders present (including proxies) numbered 293, representing 46,897 shares. Of these, 292, representing 49,693 shares, voted in favour of the resolution. One shareholder, representing 4,204 shares, remained neutral.

The reasons given by the Chairman for this increase were as follows:—"There are two facts, firstly, in consequence of various improvement and addition made to your mills, including a new weaving mill which cost over one million, and purchase of a piece of land at 1 million, etc., as reported, but have never asked for any increase of capital before, with the expectation that another prosperous year may find it unnecessary to take such steps. Secondly, big accumulation of both raw cotton and manufactured goods, cause of which was stated in the report. The effect of these has been felt very severely, as the Company's ready fund having been entirely tied up by those above stated and the working capital has been quite exhausted and had to get short loans from time to time, not without inconvenience and at a high rate of interest."

"As you have noticed in the account before you, there are by the end of the financial year, about eight lakhs of overdraft on your Agents, and also the sum of Tls. 72,714.11 was paid as interest. At present, though it is considered as of a temporary nature, this embarrassing state of affairs with regards to the Company's finance is further intensified owing to the fact that the present season necessitates to provide a large fund for raw cotton until the new crops are forthcoming on the market."

Under such circumstances, your Directors came to the conclusion that there is no way out, but to appeal to the shareholders to increase the Company's capital so as to be able to utilize such funds, for the present, to meet acute call of working capital and later when more normal condition of the market revives and the Company becomes financially stronger, such surplus fund be allocated toward your mill's further extension."

AUSTRALIA DISCOVERED BY
CHINESE.

A NOVEL CLAIM.

The following is extracted from the *Sydney Morning Herald*:—

Neither the British nor the Dutch seamen discovered Australia, if the story heard from a high Chinese official in Teking by Mr. William Quinn, a merchant belonging to Invercargill, New Zealand, is true.

According to the official, this country was discovered by the Chinese, probably by the crew of a junk blown far out of her course.

This information, said the official, was gleaned from a book in the archives of China called "The Classic of Mountain and Flood," which, until recently, had been regarded as a fable, but which the Chinese were now beginning to think was a true story of adventure.

In the book, which has been proved to be 2,000, and which is perhaps 3,000 years old, there is reference to a large island lying far to the south-west in which the sun rose in a different direction. Features of the coast line are described, which coincide with the Australian coast. In the same book the Pyramids and the Sphinx are also described, the exact number of the former being given.

NAPIER JOHNSTONE'S

'N. J. CLUB'
SCOTCHThe "Peg"
pre-eminent
since
1745OBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavor, and still maintains a world-wide identical quality.

YE OLDE PRINTERIE, LTD.

COMMERCIAL PRINTERS, ACCOUNT BOOK MAKERS, ETC.

14, QUEEN'S ROAD CENTRAL.

Telephone 3797.

V. C. LABRUM, Managing Director.

THE CURE FOR

ASTHMA & BRONCHITIS

PRESCRIBED BY THE MEDICAL PROFESSION

One of our most eminent Asthma Specialists says: "... I have not seen one who, if there were no serious complications, no matter how long the duration of the Asthma, could not be cured."

THE GREATEST English Physicians have used and prescribed Dr. Hair's Asthma Cure, and Doctors are everywhere prescribing it for their patients acknowledging its phenomenal success and sound principles.

Professor G. J. ALLMAN, M.D., F.R.S., L.D., Late President of the British Association (the greatest Scientific Society in the World) wrote that suffering himself from Asthma he had used Dr. Hair's Asthma Cure with "marked success."



THE ROYAL PHYSICIAN.

Dr. Hair states in his Booklet that his successful treatment "will enable the patient in two or three days to sleep in bed without suffering, and if the directions are followed, Health, Strength and Flesh will be rapidly restored."

Send for Dr. HAIR'S FREE BOOKLET to
A. S. WATSON & CO., LTD.,
Alexandra Buildings, HONG KONG.

COLGATE'SCleans teeth
the
right wayCOLGATE'S
RIBBON DENTAL CREAM

Agents:—HONGKONG TRADING CO., LTD.

ROMANCE OF PEERAGE.

DYING WOMAN'S TITLE FOR
HER SON.

A notice which appeared in the *London Gazette* called out of its abeyance, which had endured for 469 years, the ancient Barony of Cromwell.

Two years ago the Committee of Privileges of the House of Lords upheld the claim to the Barony of Lady Bewicke-Copley, wife of Sir Robert Bewicke-Copley. She proved her descent from the first Baron, who was summoned to the Upper Chamber in 1375.

On June 27th, Lady Bewicke-Copley died at her home, Sproughton Hall, Doncaster, while the funeral service of her husband, whom she had nursed in his last illness, was taking place.

While she lay dying her family received an intimation that the King had been pleased to revive the Barony in her favour. She died before any official announcement could be made. The announcement in the *Gazette* reads:—

Crown Office,
July 16th, 1923.
A Writ dated the 16th day of July, 1923, directed to Robert Godfrey Welsley Bewicke-Copley, summoning him to the Upper House of Parliament by the name, style, and title of Robert Godfrey Welsley Bewicke-Copley de Cromwell, Chevalier, has been passed under the Great Seal, pursuant to Warrant under His Majesty's Royal Sign Manual.

Lord Cromwell, who is 30, is the only son. He has two sisters.

The Barony fell into abeyance on the death in 1454 of the third Lord Cromwell. The title had no connection with the peerage bestowed on Thomas Cromwell by Henry VIII.

CURE BY INSULIN
TREATMENT.EXPERIENCE OF A FAMOUS
ACTRESS.

Miss Constance Collier, the famous dramatic actress, says the *London Evening News*, has returned to London in the best of health after being despaired of by doctors five months ago.

Her recovery is due to the new Insulin treatment for diabetes, discovered by Dr. F. G. Banting, a Canadian scientist, and prepared from the pancreas of cattle and sheep. In January Miss Collier weighed 7st. Her friends, including Dame Clara Butt, went to Switzerland to say good-bye to her. Hearing accidentally and in the nick of time of the new treatment, practised in Strasbourg by an Alsatian doctor, she chartered a special train and went to the off-chance.

A fortnight later she was walking about for the first time for months, although she had been carried to the hospital on a stretcher.

"It is quite incredible," Miss Collier said. "People come up to me in the street and ask me dazedly if I am Constance Collier—they cannot believe it."

"I have now quite regained my voice, and I have put on 3½ stone in three months. In fact, I have never felt better in my life, and it is splendid to think of working again."

NATIONALITY OF MARRIED
WOMEN.

A particularly interesting position has been reached with regard to the Joint Committee of both Houses, which is considering the question of the nationality of married women. The Committee consisted of five members of each House, with Lord Chelmsford as chairman. Sir John Butcher presented a draft report, which recommended that a British woman marrying an alien should have the right to retain her British nationality if she so desired. The five members of the House of Commons voted for the report and the five peers against it, so that the report was not adopted. Lord Chelmsford then presented a draft report suggesting that there should be no material alteration in the existing law, and this was supported by the peers and opposed by the representatives of the Commons; and was consequently not adopted. It was finally decided that both draft reports should be embodied in a White Paper, which has now been laid on the table of the House, and will be issued shortly. It is said to be many years since there has been a clean-cut difference of opinion of this kind between the two Houses.—*Times*.

FEMINISM IN TURKEY.
WOMAN ELECTED DEPUTY.

The Constantinople correspondent of the *Chicago Tribune* telegraphs:

Reports from Konia, as a further augury of the dawn of a new era, announce that Lafiye Hanoum, wife of Kemal Pasha, has received thirty-nine secondary votes, and has been elected to the Grand National Assembly. This is the first time since the days of the Prophet that women in Turkey have been given an actual voice in the Government. The feminist movement, which is gradually pushing back prejudice, superstition, and the tradition of the Turkish women's place in domestic and public life, is immensely strengthened by the election, and leaders are asserting that it is only a question of time when emancipation, which is hampered by the jealousy of certain Turkish men, will be complete.

Prohibition has greatly increased the number of deaths in America from wood alcohol poisoning, states Dr. Hubbard, Director of Public Health Education in New York. He declares that drunkenness is growing, and, while the public-house has disappeared, home-brewing, usually in a cellar, has been established, and has occasioned home drinking.

SUFFERED FROM
ITCHY PIMPLESOn Arms and Limbs.
Cuticura Healed.

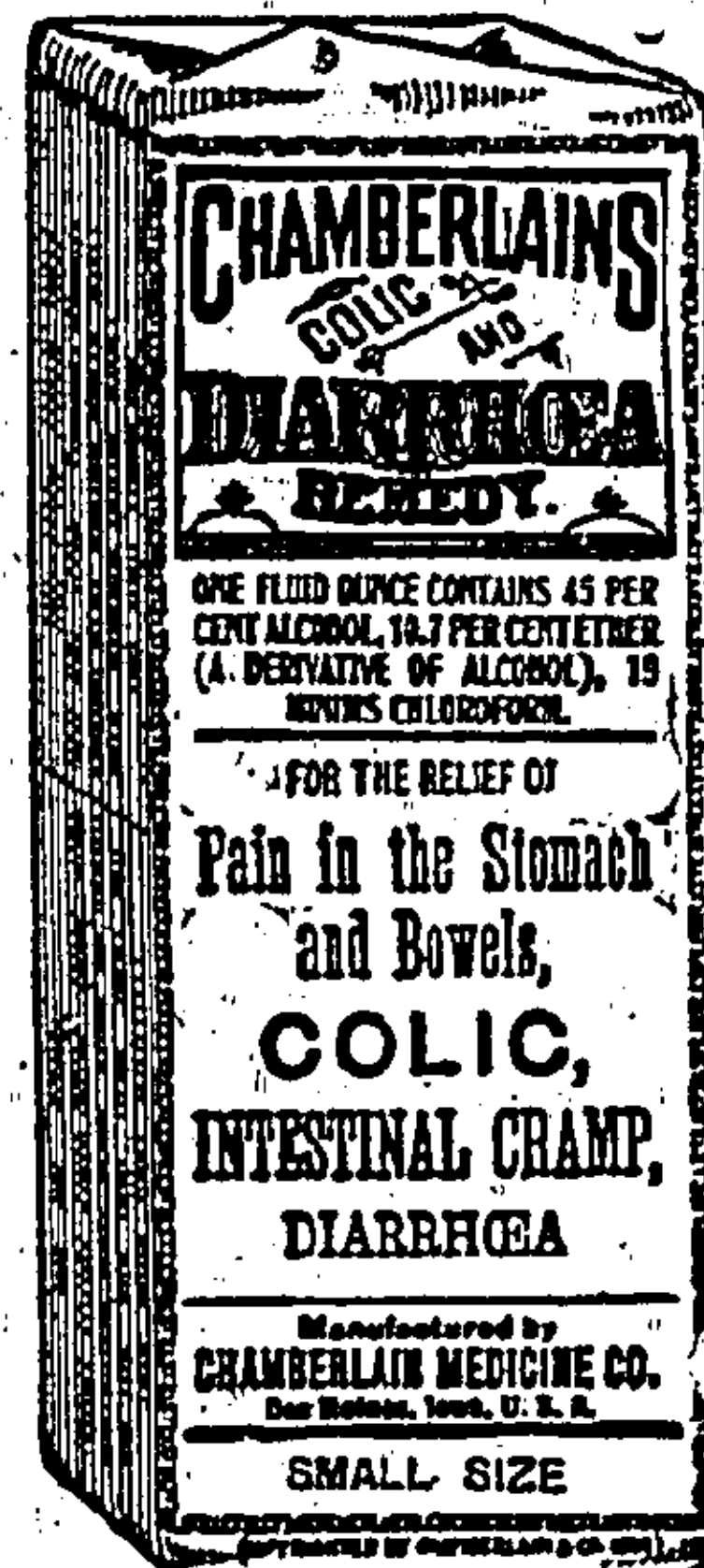
"For about six weeks I suffered from red, itching pimples which broke out on my arms and limbs. The pimples came to a head and discharged water. They were inflamed and itched so badly that I hardly got any sleep for about three weeks. I sent for a free sample of Cuticura Soap and Ointment and after using three or four days I could see an improvement. I purchased more and now I am completely healed." (Signed) William Gaskell, 18, Tyson St., Cheadam Hill, Manchester, Eng.

Give Cuticura Soap and Ointment the care of your skin.
Soap 1s., Ointment 1s. 3d., and 2s. 6d. Sold throughout the Empire. For sample each free by post. Write for it to: Cuticura Soap Co., Ltd., 10, Abchurch Lane, London, E.C. 4. (For full particulars write to the above.)

ASK FOR



IF YOU ARE A CONNOISSEUR

OBTAINABLE EVERYWHERE
H. RUTTONJEE & SON.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

PREPAID "WANTED"
ADVERTISEMENTS

Letters are lying at this Office for
Boxer—KE, and No. 1150, 979.

POSITION VACANT.—REPORTER
WANTED BY Progressive Morning
Paper, in Shanghai. Good Opening for Sober,
Industrious Man: General Reporting; Notes,
Specials. Apply with Statement of Experience,
Salary expected, etc., to Box Y.E., c/o The
Hongkong Daily Press. [128]

TO LET.—SHOPS AND OFFICES in the
New Building now being erected on the
Old Post Office site in Queen's Road Central
and Pedder Street, the Ground-floor accom-
modation being suitable for Banks or large
Stores. For Terms, apply to the undersigned.
—R. H. KOTHELL & Co., Alexandra
Buildings. [127]

TO LET.—ONE OFFICE ROOM in
Prince's Building. Apply HARRY
WICKING & Co. [124]

TO LET.—EUROPEAN FLATS in Lee
Building, Wanchai Gap Road. Apply
to 32, Kennedy Road. [126]

WORLD THEATREWEDNESDAY, 29th, to SATURDAY, 1st September,
at 5.15 and 9.15 P.M.

HOOT GIBSON

In a Story of Thrills and Romance

SHOOTIN FOR LOVE.NEW, LEATHER PUSHERS
ROUND 11.

USUAL PRICES.

BOOKING AT THE THEATRE.

RADIO PARTS

Just Arrived.

NIKKO & CO.71, Des Vœux Road,
Corner Pottinger Street.**SOUTH MANCHURIA RAILWAY**

OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSEN (KOREA), EAST OF MUKDEN.

SUMMER HOLIDAY
RESORTS

SOUTH MANCHURIA AND CHOSEN

HOSHIGAUZA.—Finest Seaside Summer Holiday Resort in North China. Five miles from Dairen, but connected with the city by special motor and carriage road and electric tramway. Yamato Hotel (35 rooms) and 12 furnished bungalows in charming cliff garden. Bathing, Boating, Fishing, Golf, Tennis, Billiards, Orchestra twice a week. Capital place for children.

OGONDAI.—Most beautiful and select Seaside Resort in the Far East. Two miles from Port Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato Hotel and 30 villas and bungalows, mostly with detached servants' quarters. Excellent Bathing, Wonderful Scenery, Historic Battlefields, Ruined and Diamonded Forts Miles for charming walks and drives. Abundant Pioneering Facilities. Orchestra twice a week. Best place for high-class families.

PORT ARTHUR.—Famous for its two memorable Sieges and its beautiful landlocked Harbour. Exactly one hour's journey Dairen by express train. Yamato Hotel (16 rooms). Sufficient place of historical and scenic interest to fill a month with a fresh walk or drive every day. Most healthy and salubrious spot in the Far East.

KONGOSAN.—The famous Diamond Mountain of Korea. A special Summer Resort. Swirling Switzerland for climate and scenery. Beautiful peaks and charming cascades. Grand recuperative qualities. Kongosan Hotel (10 rooms) at Onseiri and Chosen Hotel (11 rooms) at Chosenri.

All under the direct management of the SOUTH MANCHURIA RAILWAY CO.
Illustrated Booklets and all information post free on request.

Applications may be sent to the Hotel Managers at the various resorts or to
THE SUPERINTENDENT OF HOTELS Traffic Department
Cable: Add. Manchu. SOUTH MANCHURIA RAILWAY, Dairen.
Codes: A.H.O. 6th Ed. At & Members.

EXPANDED-METAL

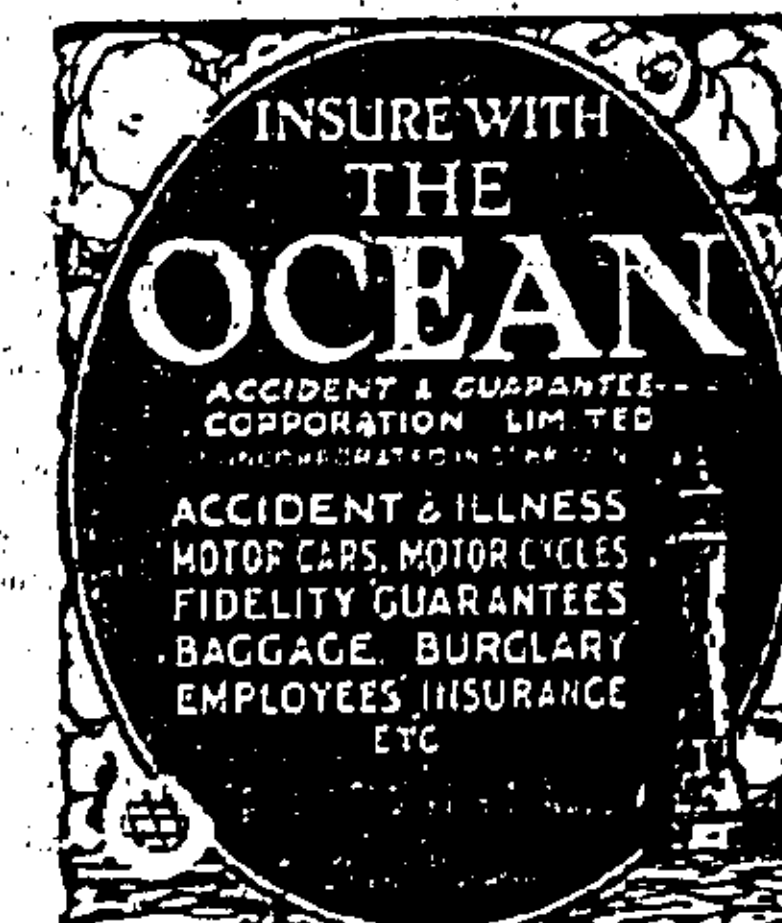
FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS USED IN FLOOR.
NUMEROUS ROOF.
IMPORTANT FOUNDATION.
WORKS WALL.
IN ETC.

GREAT BRITAIN AND AMERICA.

SYDNEY, AUST., PAMPHLETS, AND PRICES ON APPLICATION

Conditions for Description of Machinery or Engineering Plans on application to
DODWELL & CO., LTD., Machinery Dept.

SHANGHAI OFFICE:—
No. 39, PINGING ROAD, SHANGHAI.

AGENTS for Hongkong and South China
DODWELL & CO., LTD.,
Telephone C. 1030, 2, QUEEN'S BUILDING.

Shining eyes
and glossy curls

—of your little boy or girl,
that will not forever stay
captured in pictures TO-DAY

We have the

A. of an outfit you
TACK want. Let us
& Co. show it to you
16, Des Vœux Road, Central.



THE "NEW ROUTE" HOME

VIA

CANADIAN NATIONAL RAILWAYS.

Linking the Orient with Europe.

Bookings completed on all Trans-Pacific Lines from Hongkong to Victoria and Vancouver thence across Canada to Montreal or New York and Choice of any Trans-Atlantic Line to Liverpool and London.

Canadian National has Best Service at Economical Rates.

Full Particulars with Illustrated Booklets supplied.

GENERAL TRAFFIC OFFICES:

Phone C. 2001. Queen's Buildings, 3, Chater Rd.

HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Carl Legien	9,000 tons	3rd September
*Adolf von Baeyer	9,000 tons	First half of October
*Emil Kirdorf	9,000 tons	First half of November
*Sebe	12,300 tons	First half of December
*Albert Vogler	9,000 tons	

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Albert Vogler	9,000 tons	10th Sept. Calling at Manila
*Carl Legien	9,000 tons	20th Oct. do.
*Adolf von Baeyer	9,000 tons	
*Emil Kirdorf	9,000 tons	
*Sebe	12,300 tons	

* These steamers are fitted with all comfort for the convenience of about 50 first class passengers.
† Cargo boat.

AGENTS

REUTER, BROCKELMANN & CO.

26, Des Vaux Road Central. Phone Central No. 478.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.

3rd September, 1923.

1st Class Fare to Singapore: \$100.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone Central No. 1574. Agents.

Hotels JAPAN AND MANCHURIA

Members of Japan Hotel Association

c/o TRAVEL BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals
Y. 10-13 in cities and some popular resorts.
Y. 8-10 in country districts.

IN JAPAN PROPER		
Chuzang (Nikko)	Kyoto	Nagoya
Lakendo Hotel	Kyoto Hotel	Nagoya Hotel
Kamakura	Miyako Hotel	Nara
Kashin Hotel	Matsushima	Nara Hotel
Karuzawa	Park Hotel	Nikko
Mikasa	Miyajima	Kanaya Hotel
Mampai Hotel	Miyajima Hotel	Nikko Hotel
Kobe	Miyajima Hotel	Osaka
Oriental Hotel	Enryu Hotel	Osaka Hotel
Tor Hotel	Nagasaki	Shimonoseki
	Japan Hotel	San-ye Hotel
IN TAIWAN (FORMOSA)		
	Taipei	Taiwan Railway Hotel
IN CHOSUN		
Fusan	Changchun	Hoten (Mukden)
Fusan Station Hotel	Yamato Hotel	Yamato Hotel
Kaijo (Seoul)	Dairen	
Chosen Hotel	Yamato Hotel	Ryogun (Port Arthur)
Shanghai	Hongkang	Yamato Hotel
Shanghai Station Hotel	Yamato Hotel	
IN MANCHURIA		

FACTS AND FIGURES OF BRITISH TRADE

HOW IS THE RUHR OCCUPATION AFFECTING THEM?

Mr. Harold Cox, writes in the Daily Mail.

A considerable number of influential people have been declaring for some time past that the French occupation of the Ruhr is disastrous to British trade.

That some injury might have resulted to our trade from the French occupation is a proposition so plausible that anyone may be excused for accepting it without question. I confess that until a few days ago it did not occur to me to doubt the statement. But the other evening I happened to be turning over the pages of the Trade Returns for the first six months of the year, and one or two figures struck me that I began a more detailed examination.

The conclusion I draw from that examination is that, if the figures published by the Board of Trade are correct, the statements made by the politicians and business men who are now campaigning against France are seriously misleading.

Take first the figures for our total exports, already reported in the Press. The value of the British goods exported to all parts of the world fell from £369,000,000 in the first six months of 1921 to £322,000,000 in 1922, but rose to £383,000,000 in 1923.

If this increase in values had been due to a rise in prices the figures would have had little meaning; but prices in the current year are about the same as last year and much lower than in 1921. Consequently, to get the higher value in money we had to export a much larger quantity of goods. That means that there was a larger volume of employment for our workpeople.

Thus, while the critics of France assert that the occupation of the Ruhr has produced unemployment in Great Britain, the figures of the Board of Trade clearly indicate that our foreign trade has required an increased amount of labour.

TRADE WITH GERMANY.

Turning from these general figures to the particular figures of our trade with Germany, a still more striking contrast is revealed between the statements of the anti-French propagandists and the presumably impartial officials of the Board of Trade. If the occupation of the Ruhr had done any serious harm to our trade, clearly that harm would be reflected in the figures showing the volume of British exports to Germany. Figures of our total exports to each country are only given by the Board of Trade once a year—namely, in January; but the returns for the past six months do give, in the case of certain commodities, a record of the amounts going to different countries.

Take first the case of coal. In this case there is unchallengeable evidence that the French occupation of the Ruhr has actually benefited British trade with Germany. Our exports of coal to Germany rose from 2,293,000 tons in the first six months of 1922 to 7,964,000 in 1923. The miners, at any rate, have not been injured by the Ruhr occupation.

Take next our iron and steel industries. Among the important items of export are steel bars. In 1922 Germany took 237 tons; in 1923 she took 12,155 tons of British-made steel bars. A smaller but still striking increase occurred under the heading of steel plates (black). In 1922 Germany purchased 2,418 tons; in 1923 she took 8,001 tons. A number of other classes of iron and steel goods, too small to mention in detail, show a similar increase in our direct trade with Germany. She also increased her purchases of textile machinery.

THE TEXTILE EXPORTS.

On the other hand when we pass to the textile industries, we find that there has been a very considerable drop in German purchases as compared with last year, and in these textile figures stood alone they would afford some justification for the statement that our trade is injured by the occupation of the Ruhr. But though Germany has bought from Lancashire this year she has bought more than the year before. The figures for exports of cotton "pieces goods of all kinds" to Germany are for the six monthly period in round figures:

1921	5,000,000 sq. yards.
1922	41,000,000 sq. yards.
1923	13,000,000 sq. yards.

Meanwhile Lancashire has increased her exports to other parts of the world. Our total export of cotton piece goods of all kinds in the same periods was:

1921	1,211,000,000 sq. yards.
1922	1,531,000,000 sq. yards.
1923	2,107,000,000 sq. yards.

In the same three years our exports of woollen tissues rose from 39,000,000 yards to 57,000,000 yards, and thence to 69,000,000 yards.

In face of these figures it is not justifiable to assert that our world trade has been gravely injured by the Ruhr occupation. Yet a very similar statement was recently made by a prominent commercial man. His argument was that the French, by occupying the Ruhr, had destroyed Germany's capacity to buy from other countries, and consequently those countries could not afford to buy from us. In particular, he said: "India cannot purchase from us because Germany cannot purchase India's products, and so throughout the world."

Yet when we turn again to the Board of Trade figures we find that under the supremely important head cotton piece goods, our exports to India for the six months rose from 492,000,000 square yards in 1922 to 751,000,000 in 1923. Our iron and steel exports to India also show substantial increase under most of the heads recorded.

It is well that these facts should be made public. What the ultimate effect of the French occupation of the Ruhr may be nobody is yet in a position to pronounce, but unless the Board of Trade figures are hopelessly inaccurate there is nothing at present to justify the rhetorical declarations of our public and semi-public men that British trade is being ruined by the action of France.

I should expect a Labour Government to err rather on the side of conservatism than of "extremism."—Mr. Philip Sabin.

THE AMERICAN EXPRESS CO. INCORPORATED.

HEAD OFFICE:
NEW YORK CITY.

INTERNATIONAL BANKING-SHIPING-TRAVEL.

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT. DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE.
LETTERS OF CREDIT.
TRAVELERS CHEQUES.
LETTERS OF CREDIT.
STEAMSHIP PASSAGES.
HOTEL RESERVATIONS.
BAGGAGE INSURANCE.
CABLE AND POSTAL REMITTANCES.
PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking Shipping and Travel Transaction.

P. J. VANHECKE, Manager.

RUSSO-ASIATIC BANK

CAPITAL (FULLY PAID)	55,000,000 Roubles.
RESERVE FUND	25,960,000
CAPITAL CONTRIBUTED BY THE RUSSIAN GOVERNMENT	1,500,000
RESERVE FUND	1,750,000

HEAD OFFICE:

Paris 9, Rue Boudreau.
LONDON OFFICE:
64, Old Broad Street, E.C. 2.

BANKERS:

LONDON: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank—Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Changchun Hankow Manchouli Tientsin
Chefoo Harbin Newchwang Urumchi
Dairen Hongkong Peking Yokohama
Haller Kasagar Shanghai

HONGKONG BRANCH:

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.

R. A. RODGERS, Manager.

"RUM-RUNNERS" INGENUITY.

In pursuit of their lawless enterprise, the "rum-runners" of the U.S.A. are not slow to avail themselves of the resources of science, as the following story illustrates. A motor-car believed to contain a quantity of liquor was pursued by prohibition officers in another car. As the pursuing car approached the "rum-runners" discharged a quantity of mustard gas through the exhaust of their own car. So dense and painful were the fumes that the pursuing officers were compelled to abandon the chase. This, it is asserted, is the first known instance of the use of mustard gas to prevent arrest.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SUBJECT TO ALTERATION.

KORE via MOJO	NEWCHANG via SWATOW	SHANGHAI	MANILA & CALCUTTA	TIENSIN	SHANGHAI via SWATOW	BANGKOK via SWATOW	BANGKOK via ROHLOW	SHANGHAI via SWATOW	SHANGHAI via SWATOW	SHANGHAI via SWATOW	SHANGHAI via SWATOW
"NAMSANG"	"TAKSANG"	"MAUSANG"	"FOOKSANG"	"MINGSANG"	"CHEONGSHING"	"LOKSANG"	"KWAISANG"	"CHUNSANG"	"TUNGSHING"	"LEESANG"	"FOOSHING"
Thursday, 30th Aug., 10 a.m.	Thursday, 30th Aug., Noon.	Thursday, 30th Aug., 3 p.m.	Friday, 31st Aug., 3 p.m.	Friday, 31st Aug., 3 p.m.	Saturday, 1st Sept., Noon.	Sunday, 2nd Sept., Noon.	Monday, 3rd Sept., Noon.	Tuesday, 4th Sept., 8 a.m.	Wednesday, 5th Sept., Noon.	Friday, 7th Sept., 8 a.m.	Friday, 7th Sept., Noon.

CAIROUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

BRANCH LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

RAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hanoi when inducement offers.

ROBINSON LINE—Fortnightly sailings to and from Bangkok by two 5,000 ton steamers, "BIBSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dairi.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about

Friday, 31st Aug., at 3 p.m., for SINGAPORE, PENANG.

& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Days Hongkong
"GLENLUCE"	10th Sept.
"GLENOGLE"	20th Sept.
"CARMARTHENSIRE"	30th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharge
"GLENSANDA"	16th Sept.	Genoa, London, Rotterdam and Hamburg.

Movements are subject to change without notice.
For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

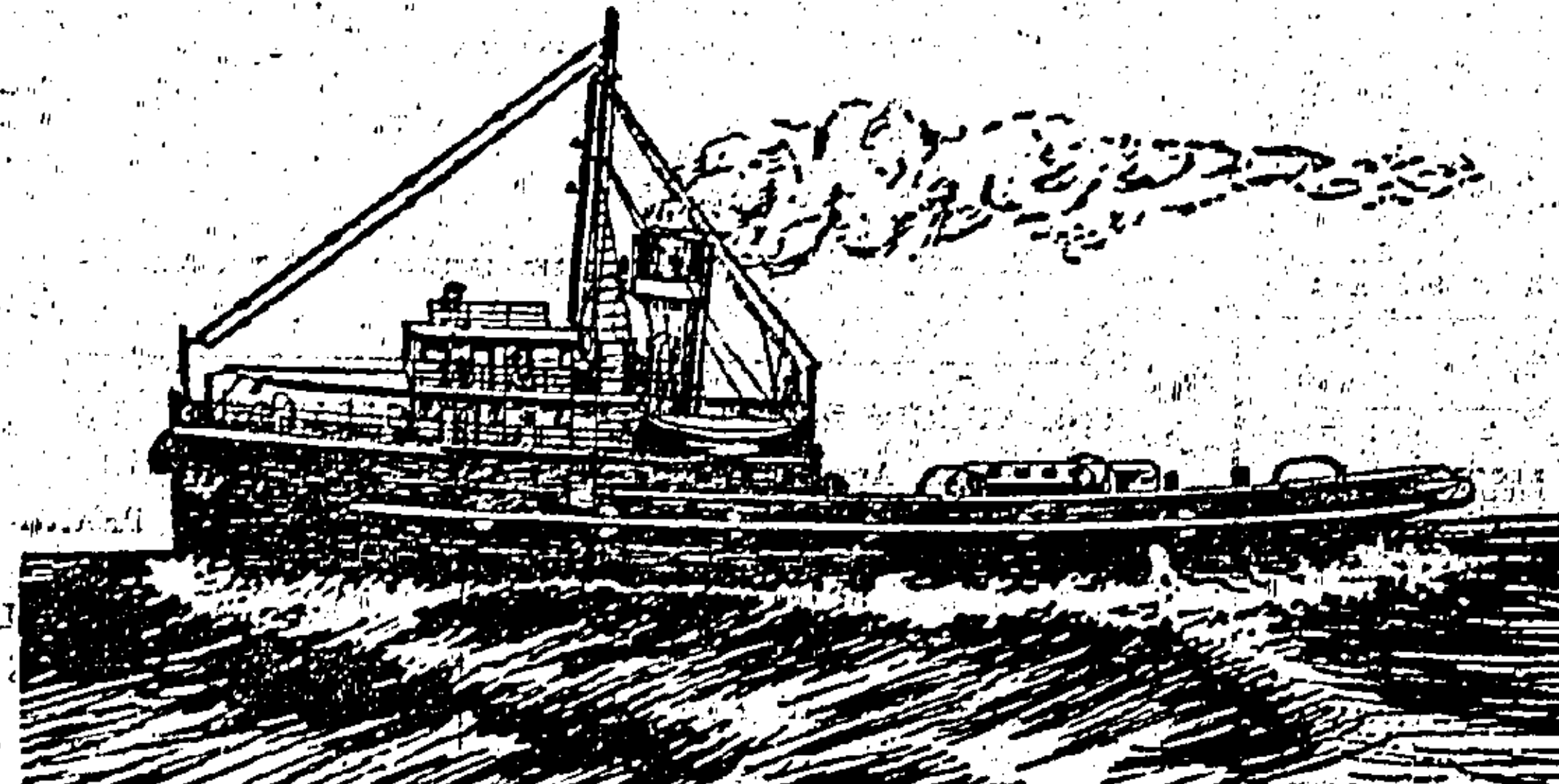
Telephone Central No. 215 and 216 and Central 2502.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service. Length 165' B.P. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submarine and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

H. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

August 29th.

Bushu Maru, Japanese str., 1,543 tons, Capt. U. Okuba, from Keelung, with a cargo coal.—O.S.K.
Miner, British str., 2,097 tons, Capt. J. P. Tulloch, from Manila, with a general cargo.—Bank Line
Wing Sang, British str., 939 tons, Capt. J. H. Ferguson, from Manila, with a general cargo.—J.M. & Co.
Poo Lee, Chinese str., 314 tons, Capt. Lai Yee, from Kwang Chow Wan, with a general cargo.—Tung Woo & Co.
Kai Sze Ma, Panama str., 402 tons, Capt. Leung Hin Wan, from Kwang Chow Wan, with a general cargo.—Sung Tai Hong.

August 29th.

Ma Pao Tai, Chinese str., 402 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo.—Kwang On & Co.
Aina, Norwegian str., 2,964 tons, Capt. Nelson, from Delagoa Bay, with a cargo of coal.—Thoreson & Co.
Haitan, British str., 1,183 tons, Capt. E. Jones, from Singapore, with a general cargo.—Man-Wing S.S. Co.
Menor, British str., 4,332 tons, Capt. D. Mansfield, from Singapore, with a general cargo.—B. & S.
President Grant, American str., 3,405 tons, from Seattle and Shanghai, the latter port she left on August 27th, with a general cargo.—Admiral Oriental Line.
Singang, British str., from Canton.
Saku Maru, Japanese str., from Canton.
Tanda, British str., 4,256 tons, Capt. J. A. Davidson, from Calcutta and Singapore, the latter port she left on Aug. 24th, with a general cargo.—MacKinnon, Mackenzie & Co.
Victoria, British str., 1,870 tons, Capt. F. T. Fisher, from Australia and Manila, with a general cargo.—China & Australia S.S. Co.

CLEARANCES.

August 29th.

Hok Chuan, for Kwang Chow Wan.
Kuching, for Swatow.
Tung Shan, for Canton.
Mau Sang, for Sandakan.
Nam Sang, for Kobe.
Sungang, for Swatow.
Nohu Maru, for Swatow.
Tak Sang, for Shanghai.
Tak Sang, for Swatow.
Tak Sang, for Takao.
Wahin, for Canton.
Wahin, for Manila.
Tu Sang, for Swatow.

SHIPPING MOVEMENTS.

The Admiral Oriental liner *President Grant* sailed from Seattle on August 18th and is due here on September 8th.
The *Huge Steamer* *Carl Legien* left Singapore on Tuesday, the 29th inst., and is due here on September 3rd, at 5-6 a.m.
The N.Y.K. s.s. *Morioka Maru* (Calcutta line) left Moji for Hongkong on August 29th, and is expected here on September 3rd.
The N.Y.K. s.s. *Saga Maru* (Bombay passengers line) left Bombay for Hongkong via Singapore on August 28th, and is expected here on September 13th.

VESSELS EXPECTED.

Agamenon (Blue Funnel), due today.
Amherst (M.M.), due today.
Angers (M.M.), due Sept. 25th.
Bellerophon (Blue Funnel), due Sept. 7th.
Benledi (Ben Line), due Sept. 8th.
Cordillera (M.M.), due September 11th.
Eastern (E. & A.), due August 31st.
Elpenor (Blue Funnel), due Sept. 12th.
Empress of Canada, due September 10th.
Japan (B.L. and Apecar), due Aug. 31st.
Morion (Blue Funnel), due Sept. 8th.
Thetis (Blue Funnel), due Sept. 18th.
Siberia Maru, due September 6th.
Sicilia (P. & O.), due today.

HONGKONG TIDE TABLE

From August 30th to Sept. 5th, 1923.

Days of Month	Days of Month	High Water			Low Water		
		H'kong Standard Time	Height	H'kong Standard Time	Height	H'kong Standard Time	Height
Thur. 30	11	7 59	6 1	5 22	2 8		
Fri. 31	0	8 5	5 6	6 5	2 0		
Sat. 1	0	9 5	5 6	6 31	2 9		
Sun. 2	0	10 5	5 6	6 53	2 7		
Mon. 3	1	11 5	5 6	7 56	3 3		
Tue. 4	2	12 5	5 6	8 58	3 9		
Wed. 5	3	1 5	5 6	9 58	4 2		

VETARZO
 A CERTAIN REPUTATION
 FOR THE TREATMENT OF
 ALL KINDS OF
 SKIN DISEASES
 SUCH AS
 ECZEMA, PSORIASIS,
 LEUKODERMA, &c.
 PRICE 2s. 6d. per box.
 Sole Agents: Messrs. J. & W. L. L. & Co., Ltd.,
 10, Queen's Road, Hongkong.

ON SALE.

HONGKONG HANDBOOK REPORTS
 of the MEETINGS of the
 LEGISLATIVE COUNCIL for the
 Session 1921.

Revised by the Members.

PRICE — — — — — 2s.

DAILY PRESS OFFICE.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong		From Vancouver			From Quebec		From Bagdad	
Empress Asia	Sept. 6	Sept. 24	Empress Scotland	Sept. 29	Oct. 4				
Empress Canada	Sept. 22	Oct. 8	Empress France	Oct. 13	Oct. 19				
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2				
Empress Asia	Nov. 1	Nov. 9	Empress Scotland	Nov. 24	Nov. 30				
Empress Canada	Nov. 17	Dec. 3	Empress France	Dec. 9	Dec. 15				
Empress Russia	Nov. 29	Dec. 17	Empress Scotland	Dec. 23	Dec. 29				

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held subject to early reservation necessary.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAQ.
 Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.
 £120 First class throughout. £112-£110 Mono class steamers on the Atlantic.
HONGKONG TO SAN FRANCISCO
 VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU.
 STEAMERS LEAVE HONGKONG.

SHINYO MARU (calling at Manila and Keelung) ... 22,000 tons, Aug. 31st.
SIBERIA MARU (calling at Dairen) ... 20,000 tons, Sept. 15th.
TAIYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 25th.
TENYO MARU (calling at Keelung) ... 22,000 tons, Oct. 25th.
KOREA MARU (calling at Manila and Keelung) ... 20,000 tons, Nov. 1st.

HONGKONG TO VALPARAISO.
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AFRICA AND IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AYRES.
 STEAMERS LEAVE HONGKONG
GINYO MARU ... 16,000 tons ... September 6th.
ANYO MARU ... 16,700 tons ... September 20th.
SEIYO MARU ... 14,000 tons ... December 4th.
RAKUYO MARU ... 18,500 tons ... January 15th.

JAPAN-HONGKONG-JAVA SERVICE.
 OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

STEAMER DESTINATION LEAVE HONGKONG
PERSIA MARU (Batavia, Samarang & Sourabaya) ... September 10th.
NEW YORK LINE. (Freight only)
 VIA JAVA AND SUEZ.

STEAMER LEAVE HONGKONG
MEIYO MARU ... October 24th.
 For full information regarding Passengers, Freight & Sailing, Apply to: Y. TSUTSUMI, Manager, King's Building, Agents at Canton. Messrs. T. E. GRIFFITH. Tel. No. C. 2374 & 2375.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
 Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

s.s. "NANYO MARU No. 1" ... on or about 6th Sept.

For KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" ... on or about 6th Sept.

For further particulars, please apply to S. MITARAI, Agent.

No. 27, Bonham Strand, West. Top Floor, King's Building. Tel. Central No. 140.

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, &c.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

Is given of the

HONGKONG WEEKLY PRESS

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT"

Subscription, paid in advance, \$12 per annum, including postage to any part of the world, \$14.

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER

BY CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags.

PRICE \$1.75.

On Sale at

Hongkong: "Daily Press" Office.

Messrs. KELLY & WALSH LTD.

Messrs. HARVEY & CO.

Canton: Messrs. A. S. WATSON & Co.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1922.

With Index, Price \$7.50.

On sale at the Hongkong Daily Press

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

"PRESIDENT LINCOLN" ... Sept. 17th.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

FIRST CLASS THROUGHOUT. CABIN CLASS ON ATLANTIC. SECOND CLASS ON ATLANTIC.

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
 LOS ANGELES
 SALT LAKE
 CHICAGO
 NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
 GRAND CANYON
 FEATHER RIVER
 YELLOW STONE PARK
 NIAGARA FALLS.

HONGKONG—MANILA

"PRESIDENT LINCOLN" ... Sept. 17th.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO" ... Sept. 4th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America: G. \$405, G. \$420, G. \$440.

SHIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

FUSHIMI MARU ... Wednesday, 26th Sept., at 11 a.m.

MISHIMA MARU ... Wednesday, 19th Sept., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM

LIMA MARU ... End of Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

LYONS MARU ... End of Sept.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

LISBON MARU ... Friday, 31st Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

OSAKA MARU ... Monday, 10th Sept.

TAMBA MARU ... Thursday, 27th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Thursday, 30th Aug.

MORIOKA MARU ... Tuesday, 4th Sept.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 13th Sept.

SHANGHAI, KOBE & YOKOHAMA.

TATEISHI MARU ... Sunday, 2nd Sept.

NAGANO MARU ... Monday, 3rd Sept.

AWA MARU ... Monday, 3rd Sept.

KIPANO MARU ... Wednesday, 12th Sept.

For further information apply to—NIPPON YUSEN KAISHA

Telephone: Central Nos. 292, 293 & 2422. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers;

Vessels built and shipped for re-entrance abroad.

WEATHER REPORT.

August 29th at 12.35.—Pressure has decreased moderately at Oshima, and slightly at Shanghai and stations in the southern part of the area; it has increased considerably over north Japan, and slightly to moderately elsewhere. A shallow depression is situated over South China, another depression of a secondary nature covering the Eastern Sea; the latter is probably developing into a typhoon, moving N. or N.W.
 Hongkong rainfall for the 24 hours ending at 10 a.m., 28th August, 7.97 inches. Total since January 1st, 73.33 inches, against an average of 65.19 inches.
 The forecast for the 24 hours ending at noon, 30th Aug. is as follows:—

District	Forecast
Hongkong to Gap Rock	S.W. wind, moderating; cloudy, rainy, improving later.
Formosa Channel	do.

South coast of China between Hongkong and Lamocka	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 29th.

	Previous Day at 3 p.m.	On 29th at 3 p.m.	On 30th at 3 p.m.
Barometer	29.56	29.57	29.59
Temperature	80	79	82
Humidity	82	85	80
Wind Direction	W	SW	SW
Force	5	6	4
Weather	5	6	4
Rain	2.27	0.00	8.24

Highest open-air temperature on 28th ... 82

Lowest open-air temperature on 29th ... 76

BOWERN & CO.,

No. 8, Museum Road, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SAVING OPERATORS, MARINE SURVEYORS

AUCTIONEERS, COAL MERCHANTS.

"First Hand" BROKERS, METAL MERCHANTS.

Machinery for Sale, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS.

(Members Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA—

GREEN'S PATENT ANCHORS.

SAMUEL WARREN & Co., Ltd. (Sheffield), High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application.

(Enquiries Welcomed)

CABLE ADDRESS: BOWERN, Shanghai.

CODES: Bentley's, Scott's, A.B.C.

5th Edition and Improved.

RICKMERS LINE

NOTICE TO CONSIGNEES.

FROM BREMEN, HAMBURG AND ANTWERP.

THE Steamship

"SOPHIE RICKMERS"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 1st proximo, at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd proximo, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be counter-signed.

No Fire Insurance has been effected.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 1st Sept. ... (via) Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class £92.—2nd Class £62.—
 "B" Class Steamers ... 1st Class £84.—2nd Class £54.—
 "C" Class Steamers ... 1st Class £58.—

S.S. "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

(THE BANK LINE, LTD.)

(Tel. Central 7501)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ANTIOCHUS" ... via Suez Canal ... 5th Sept.
 S.S. "BELLEPHON" ... via Suez Canal ... 15th Sept.
 S.S. "CITY OF BAGDAD" ... via Suez Canal ... 25th Sept.
 S.S. "PERSEUS" ... via Suez Canal ... 5th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG & CANTON.

HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Per. Arr. at Hongkong and Sailing for S'nal. and Japan.	Probable Sailing from Hongkong for Marseilles.
PAUL LECAT	—	—	3rd Sept.
ANDRE LEBON	—	—	17th Sept.
AMBOISE	—	—	1st Oct.
CORDILLERE	—	—	15th Oct.
ANGERS	—	—	29th Oct.
CHILI	—	—	12th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 25.00.00. B CLASS (1st Class) ... 25.00.00.
 B CLASS (2nd Class) ... 15.00.00. C CLASS (2nd Class) ... 15.00.00.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (OCEAN BOAT).

S.S. "LECOQ" loading for HAVRE, ANTWERP & DUNKIRK, about end Sept. and may eventually call at Valencia, Alger, Casablanca, Bordeaux, Rotterdam, (if sufficient inducement offers).
 Also through B/Lading issued to HELSINKI, REVAL and RIGA.
 Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFONG ... Capt. Ellis Walker ... Thursday, 30th Aug. at 12 Noon
 HAIPHONG ... Capt. J. B. Thomson ... Friday, 31st Aug. at 2 p.m.
 HAIPHONG ... Capt. W. C. Fawcett ... Tuesday, 4th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.,

(General Managers.)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE ORAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES INCORPORATED IN ENGLAND)

MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"MACEDONIA"	11,089	7th Sept.	S'bay, Mars, Gib, L'don & A'werp
"SICILIA"	6,813	18th Sept.	S'bay, Mars, Gib, L'don & A'werp
"DONGOLA"	6,813	21st Sept.	S'bay, Mars, Gib, L'don & A'werp
"MANTUA"	10,902	5th Oct.	S'bay, Mars, Gib, L'don & A'werp
"SOUDAN"	6,813	17th Oct.	S'bay, Mars, Gib, L'don & A'werp
"KARMA"	9,998	19th Oct.	S'bay, Mars, Gib, L'don & A'werp
"CALEDONIA"	7,992	2nd Nov.	S'bay, Mars, Gib, L'don & A'werp
"NELLOR"	6,813	15th Nov.	S'bay, Mars, Gib, L'don & A'werp
"MALWA"	10,902	18th Nov.	S'bay, Mars, Gib, L'don & A'werp
"KALYAN"	9,998	30th Nov.	S'bay, Mars, Gib, L'don & A'werp
"SOUDAN"	6,813	13th Dec.	S'bay, Mars, Gib, L'don & A'werp
"DEVANHA"	6,813	14th Dec.	S'bay, Mars, Gib, L'don & A'werp
"KAISAR-I-HIND"	11,430	28th Dec.	S'bay, Mars, Gib, L'don & A'werp

1924.

S.S.	Tonnage	From Hongkong (about)	Destination
"KHIVA"	9,997	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"MACEDONIA"	11,089	25th Jan.	do.
"KASHGAR"	9,940	5th Feb.	do.
"MORSA"	10,911	25th Feb.	do.
"KARMA"	9,998	7th March	do.
"NALLERA"	15,993	21st March	do.
"DELTA"	9,997	4th April	do.
"CHINA"	7,952	18th April	do.

BRITISH INDIA - APCAR SAILINGS

S.S.	Tonnage	From Hongkong (about)	Destination
"JAPAN"	6,652	2nd Sept. 3 p.m.	Singapore, Penang & Calcutta.
"JANUS"	4,824	9th Sept.	do.
"TAKADA"	6,949	26th Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"EASTERN"	4,000	1st Sept. 4 p.m.	(Manila, Sandakan, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne.)
"ARAFURA"	6,000	6th Oct.	do.
"ST. ALBANS"	4,500	3rd Nov.	do.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong (about)	Destination
"TANDA"	6,956	31st Aug. D.L.	Amoy & Yokohama
"SICILIA"	6,813	1st Sept. Noon	Shanghai.
"TAKADA"	6,949	7th Sept.	Moji & Kobe.
"KARMA"	9,998	8th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.
"NELLOR"	6,813	22nd Sept.	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 First Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

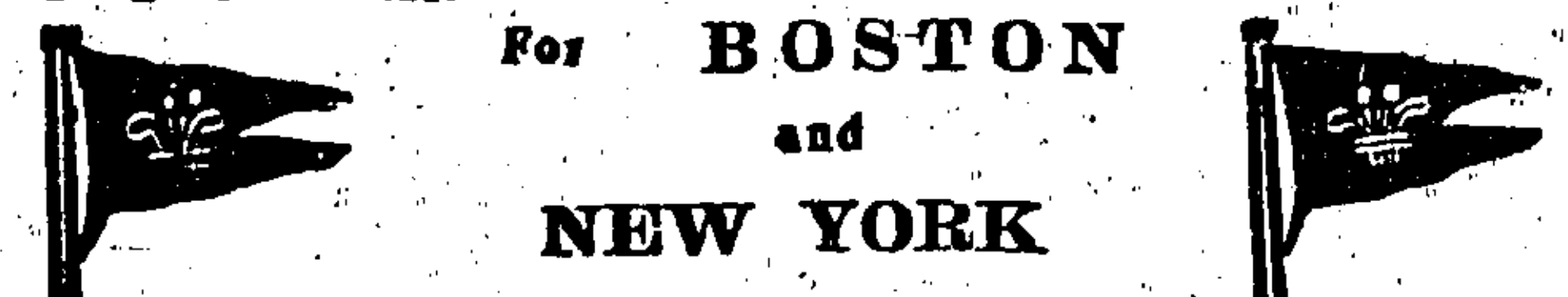
All cabins are fitted with Electric Fans free of charge.

Parcel Messing not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
32, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 5165

(Incorporated in Great Britain)

St. George's Building

(21)

O. S. K.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

S.S.	Tonnage	From Hongkong (about)	Destination
"LONDON MARU"	—	Sunday, 16th Sept.	Singapore, Colombo, Suez and Port Said.
"RIO DE JANEIRO, SANTOS & BUENOS AIRES"	—	via Saigon	—
"CHICAGO MARU"	—	Tuesday, 19th Sept.	Singapore, Colombo, Suez and Port Said.
"BOMBAY"	—	Thursday, 4th Sept.	Singapore, Colombo, Suez and Port Said.
"ANDER MARU"	—	Thursday, 20th Sept.	Singapore, Colombo, Suez and Port Said.
"HAIKON, BANGKOK & SINGAPORE"	—	monthly Passenger Service.	—
"BUSHU MARU"	—	Saturday, 1st Sept.	Singapore, Colombo, Suez and Port Said.
"CALCUTTA"	—	Monthly Service via Singapore and Rangoon.	—
"HONOLULU MARU"	—	Wednesday, 12th Sept.	Singapore, Colombo, Suez and Port Said.
"VICTORIA, BRATTLE, TADMA & VANCOUVER"	—	via Shanghai and Japan.	—
"HAWAII MARU"	—	Friday, 21st Aug.	Singapore, Colombo, Suez and Port Said.
"NEWYORK via PANAMA"	—	Regular monthly service via Japan, Port, San Francisco—	—
"ATLAS MARU"	—	Beginning of Sept.	Singapore, Colombo, Suez and Port Said.
"JAPAN PORTS—Kobe, Yokohama via Shanghai."	—	Wednesday, 12th Sept.	Singapore, Colombo, Suez and Port Said.
"KERLUNG via SWATOW & AMOY"	—	These Steamers have excellent accommodation for 1st and 2nd class cabin passengers.	—
"AMAKURA MARU"	—	Monday, 3rd Sept.	Singapore, Colombo, Suez and Port Said.
"TAKAO via SWATOW & AMOY."	—	Thursday, 30th Aug. 10 a.m.	Singapore, Colombo, Suez and Port Said.
"BOSHU MARU"	—	Monday, 3rd Sept.	Singapore, Colombo, Suez and Port Said.
"TOYEN MARU"	—	Monday, 3rd Sept.	Singapore, Colombo, Suez and Port Said.

For sailing dates and further particulars please apply to—

Central No. 4291

K. BRIMA, Manager.

(19)

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

Ports	Steamer	Date of Departure
SWATOW & SHANGHAI	"SUIYANG"	On 30th Aug. 3 p.m.
MANILA	"TAIYANG"	On 30th Aug. 4 p.m.
AMOI, SWATOW & SINGAPORE	"KAYING"	On 31st Aug. D.L.
SHANGHAI & CHINGTAO	"SOOCHOW"	On 2nd Sept. D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 4th Sept. D.L.
SHANGHAI	"KANCHOW"	On 4th Sept. D.L.
SWATOW & HANGKOK	"KIANGSU"	On 4th Sept. 4 p.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 5th Sept. 10 a.m.
SWATOW & SHANGHAI	"SHUNNING"	On 6th Sept. D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 8th Sept. D.L.
SWATOW & SHANGHAI	"LUCHOW"	On 9th Sept. Noon.

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Fookow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Tientsin and North China ports. Passengers for Shanghai do not require to tranship at Yocow.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 22.

(JOHN SWIRE & SONS, LTD.)

Agents.

CARGO & PASSAGE CAN BE IN-SET AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports
"CHANGSHA"	—	—

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
 For freight and passage apply to— BUTTERFIELD & SWIRE,
 (JOHN SWIRE & SONS, LTD.) Agents.
 Telephone Central No. 35.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka" ... Due Hongkong 9th Sept.

U.S.S. "West Carmona" ... Leave Hongkong 10th Sept.

U.S.S. "West Carmona" ... Due Hongkong 30th Sept.

U.S.S. "West Carmona" ... Leave Hongkong 1st Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND P. I. PORTS.

U.S.S. "West Carmona" ... Due Hongkong 11th Sept.

U.S.S. "West Carmona" ... Leave Hongkong 12th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 3008.

K. A. HEYUM, Res. Agent.

(22)

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "BOWES CASTLE" ... sailing on or about 12th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR

LEVANT, BLACK SEA & DANUBE PORTS.

HUMS having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "TRIESTE" ... sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

S.S. "VENEZIA" ... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Telephone Central 1030.

Agents.

